MICROFILM

START OF ROLL

ROLL NO.

149
Construction
Contracts.

I-80N-7(33) Powder R.-Baldock Slough Sec.
289 of Old Oregon Trail Hwy., NW of [redacted]
#7516 Baker. (Grad., pav., sign. & struct)

7516

STATE COPY

7-9-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Wash DC (HNO-32)
OSHD (Coulter)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 22	COUNTY Baker	DIVISION Oregon
DATE OF REPORT 7-9-74	REPORT MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-7(33)289
COMPLETION DATE 2-28-73	ACCEPTANCE DATE BY CONTRACT AGENCY 4-15-74	TIME ELAPSED 122 %	CONTRACT TIME 450 CWD
APPROVED EXTENSIONS 100 CWD	LOCATION Project begins about 4-½ miles southeast of N. Powder, then proceeds southeasterly about 7 miles to a point 6 miles north of Baker, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JUL 10 1974
Washington

POWDER RIVER-BALDOCK SLOUGH SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

7-11-74
ay Const.

RECEIVED
JUL 11 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by R. A. NICHOLS R. A. Nichols		SIGNATURE Original Signed by VERNON V. CUSACK Engineering Coordinator E. J. Valach	
TITLE Area Engineer	DATE 7-9-74	TITLE District Engineer	DATE JUL 10 1974

FORM FHWA-1446 B (12-72) FORMELY PR-23E

Previous Editions Of PR-23E Will Not Be Used.

7516

June 27, 1974

TO G. L. [illegible], Division Engineer
Federal Highway Administration

Federal Aid Project
No. I-80N-3(33)389

FROM C. T. [illegible]
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance

Contract 7516 Work Completed February 28, 1973

Project Powder River - Baldock Slough

Highway Old Oregon Trail

County Baker

Acceptance: State Highway Commission April 15, 1974

Federal Highway Administration March 20, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, TR-27 (3 copies)
Laboratory Materials Certification
Statement of [illegible] and Overruns
Progress Schedule and Cost Report, E-490
Contractor Wage Certification

[illegible]

7516

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
La Grande, Oregon

DATE April 30, 1974

TO E. S. Hunter
Assistant State Highway Engineer
SALEM

FROM for R.C. Lang
W. E. Schwartz
Regional Engineer

RECEIVED
MAY 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT North Powder-Baker Section
Old Oregon Trail Highway
Contracts 7514, 7516, 7491, 7539
Baker County

There were four separate contracts on the above highway section. They were North Powder-Powder River, Powder River-Baldock Slough, Baldock Slough-Richland Interchange and Richland Interchange-South Baker Interchange. All of these contracts had asphalt pavement surfaces. The paving was completed on these sections in the fall and early winter of 1972.

During the late winter and spring of 1973 we noted that the paving on three of the four contracts was experiencing considerable wear. Initially, we tried to attribute this excessive wear to studded tires. As the summer progressed and the wear continued, even though studded tire season was past, it was obvious that there must be another reason.

All three of these contracts obtained paving aggregate from Baker Valley gravel sources. In each contract the material was produced substantially within specifications. What was not recognized at the time, but has since been revealed, was that the gravel particles are coated with a mica-like material which adheres tightly to the aggregate until the material is exposed for a period of time to air and water. The mica particles are then released and become a portion of the #10-0 material in the asphalt mix.

Core samples taken recently and analyzed by Assistant Materials Engineer Jim Wilson support this theory. Wilson also explains how this excess #10-0 affects the mix, causing deterioration of the surfaces. A copy of his report is attached.

5-2-74
original to
Vic Wolfe

cc Schwartz

5-1-74
Vic
See if we can program
[illegible] work [illegible]
[illegible] in this July or
[illegible]
ESH

Late last summer, in an attempt to stop the deterioration by getting more asphalt into the mat, we black-sealed the North Powder-Powder River and Powder River-Baldock Slough sections with SS-1 emulsified asphalt. While it did stop the ravelling by putting an asphalt coating around the surface rock particles, it did not penetrate the surface. This coating will soon be worn off by traffic and we expect the erosion to resume. We consider the black seal to be a stop-gap measure at best. We spent $8,000 on this work and cannot afford to spend this much and more on a yearly basis to hold the road surface.

As a permanent solution to the problem we would like to consider an open-graded safety seal course to be added over the existing surfacing. On all safety overlay projects currently being worked up for contract, the safety seal is a regular part of the pavement improvement and is fully eligible for funding by F.H.W.A. It seems reasonable that these recently completed sections of highway should be eligible for the same safety wearing course, which is now an accepted part of the pavement design.

Your consideration of this request will be appreciated and a favorable response will help us solve a serious maintenance problem.

WES:je
Attachments

cc: H. S. Coulter w/attachments
C. T. Keasey w/attachments

RE ☐ RCE ☐ RBE ☐ RME
RDE ☐ APR 12 1974
RDE ☐ RECEIVED REGIONAL OFFICE

Form 2-30 (Rev. 10-63)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 11, 1974

SUBJECT: A.C. Pavement
North Powder-Powder River Sect.
Contract 7514

To: W. E. Schwartz
Regional Engineer

Attention: Dale Allen

In answer to your request of April 1, 1974 relative to Jim Wilson's letter of March 27th attached are the average gradation results of field tests for 3/4" - 1/4" and 1/4" - 0 A.C. aggregate during production of A.C. aggregates and from bit samples of the mainlines only. All show the material was produced well within specifications.

The gradation averages obtained in the field from bit samples show an average of 31.3% of #10 - 0 material and the mix design was 20.8% to 40.8% including the tolerances. As Mr Wilson stated the mix design was for 30.8% of #10 - 0 material and our tests show a percentage of 31.3, which appears to me to be within reasonable tolerances.

Regarding Mr. Wilson's information of 2621.42 tons of asphalt is in error in that this was corrected in a post final to 2761.70 tons and since that time we have found another error of 180.27 tons, which makes the final figure of 2941.97 tons of asphalt.

With the amount of 58,158.35 tons of asphalt concrete mixture and 2941.97 tons of asphalt in the mix the percent of asphalt computes to 5.06% asphalt, which is very close to our field test results. The design mix for the top course A.C. called for 5.6% asphalt. On 40 bit samples the average showed 5.53% including moisture. The moisture ran from .1% to .3% making our field tests for asphalt show 5.2% to 5.4% asphalt which is well within tolerances.

There is nothing in our field records that indicate the Class "B" asphaltic concrete produced on this project was not well within our specifications.

H M Fillmore
H. M. Fillmore
Resident Engineer

HMF/wjs

Form T-49

OREGON STATE HIGHWAY
DIVISION

SHEET .... OF .... SHE

Main Roadbed only North Powder – Powder River
Contract # [illegible] Prefix [illegible]

Average Class "B" AC Samples
of #4-0 – 23 test #47 to #69

	(Field Control Avge.)			Mix Design
#4 – #10	27.0%			24.5% – 32.5%
#10 – #40	19.7%			12.5% – 20.0%
#40 – #200	7.6%	31.3	20.8% to 40.2%	5.2% – 13.2%
Pass #200	4.1%			3.0% – 7.0%
Asphalt	5.13%			4.3% – 5.3%

H M [illegible]
B. [illegible]
Div. [illegible]

OREGON STATE
HIGHWAY DIVISION

(3/4-½) -- CLASS "B" ASPHALTIC CONCRETE
[illegible]
CONTRACT NO. 751[illegible] [illegible]: [illegible]

INSPECTOR:

TEST NO. & TYPE										
TOTAL WT. OF SAMPLE										
SPECS.	SIEVE SIZE	WEIGHT LBS.	% RET.		WEIGHT LBS.	% RET.		LBS.	% RET.	
			of Sample							
			Average of 10 Tests							
% RETAINED	1"		0							
-10% RETAINED	3/4"		1.6							
5-40% RETAINED	½"		35.0							
	¼"		52.7							
-15% PASS ¼	-1/2"			10.7						
	#4		4.8							
	#10		2.0							
	Pan		3.9							
	Loss									
	Total									

ACTURE 60%+ by weight

NE SIEVE	SIEVE SIZE	% RET	% OF SAMPLE	GRAMS	% RET.	% OF SAMPLE	GRAMS	% RET.	% OF SAMPLE
		Average of 57 Tests		Wet Scive					
	#40	1.5							
	#60 80/100	.9 1.2		Average of 1 Test					
	#200	.7			1.1				
	Pan	.9							
	Loss								

HIGHWAY DIVISION

(¼-0) CLASS "B" ASPHALT CONCRETE

	SIEVE SIZE	WEIGHT LBS.	% RET. of Sample		WEIGHT LBS.	% RET.
		Average of 96 Tests.				
% RETAINED	3/8"		0			
	¼		7.2			
	#4		11.9			
				51.4		
	#10		35.7			
	Pan		45.2			
	Loss					
	Total					

LL	PL	PI	LL	PL	PI	LL	PL

		% RET. Average of 9 Tests		GRAMS	% RET.		GRAMS	% RET.
		29.1		Wet Seive				
		6.2		Average of 9 Tests.				
		2.5						
Pan		2.3			5.6			

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

☐ RCE ☐ RSE ☐ RME
RUE MAR 28 1974 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

DATE March 27, 1974

TO W. E. Schwartz
Region Engineer

FROM John C. Jenkins, Engineer of Materials
By
James E. Wilson, Jr. J E Wilson
Asst. Engineer of Materials

SUBJECT Asphalt Concrete Pavement,
North Powder-Powder River
Section, Cont. No. 7514

Testing is complete on asphalt concrete and plant mixed bituminous base cores sampled from areas of pavement surface raveling on the North Powder-Powder River Section of I-80N. Our review of the core test results and contract records indicate that the raveling condition is the result of excess #10-0 in the mix which contains a considerable quantity of mica-like flaky material. Enclosed is test Report #73-28488.

Mix design #72-4986 for wearing surface paving on the project recommended 35.7% ¾"-¼", 28.5% ¼"-#10 and 30.8% #10-0 with 5% asphalt. Gradation of the three recently tested top lift cores are all outside the job mix tolerance of ± 4 percent. The percentages of #10-0 range from 37.1 to 38.4 which resulted in a deficiency of ¾"-¼" or ¼"-#10 in the mix. The wearing surface samples and one of the three base course samples also contain an excess of #10-#40 material outside the broad band limit of 11 - 20 percent. Record and check sample test results for the project show six of the nine base lift samples and five of eight wearing surface samples are outside broad band or mix tolerances for gradation. It appears from this information that a considerable quantity of the stockpiled fine aggregate for AC was produced outside the specification limits of Section 703.08(c).

Asphalt content of both the AC and PMBB cores are within the design job mix tolerances of ± 0.5 percent. This agrees well with field test data and our test results for record and check samples. However, the semifinal dated March 2, 1973 for work performed on the project shows 2621.42 tons of asphalt cement for 58,158.35 tons of Class "B" asphalt concrete which calculates to 4.5 percent. This is considerably less than the design of 5.0 and 5.6 percent for wearing surface and base course, respectively. If the test results are in error, we suggest that additional core samples be submitted to the lab for testing and an evaluation of the test procedures being used.

Bob Rinnell
3-25-74

Test results for asphalt recovered from the pavement cores show a rapid rate of aging or hardening. The penetration of asphalt from a one year old pavement using [illegible] grade asphalt should be more like a 45+ value rather than the 19 to 21 for the wearing surface actually determined. This asphalt hardening along with the mix binder film thickness deficiency from sample #10-0 are certainly causes for the pavement raveling. It is our suggestion that the pavement be treated with a high maltenes type rejuvenator such as Reclamite and a chip seal or [illegible] seal surfacing be applied to reduce further deterioration of the pavement and base structural section.

JEW:gs

cc: C. T. Keasey
D. H. Moehring
J. H. Walker
H. M. Fillmore
Vern Moore
G. W. Beecroft

Bob Russell

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION, A/C & BITUMINOUS BASE

Laboratory No. [illegible]
Data Sheet No. [illegible]
Prefix [illegible]
Laboratory charge $ [illegible]

Project North Powder-Powder River
Highway Old Oregon Trail
Contractor Peter Kiewit Sons' Co. No. 7514
Date received [illegible]
Submitted by Vern Moore
Date reported March 27, 197[illegible]
Source of Material Jacobson Borrow Pit, Rt. Sta. 1355
Sampled or inspected at Sta. 1269, 1337 & 1370 To be used Class 'B' A/C & Bit. [illegible]
Sampled or inspected by Clint Smithe Quantity represented

Station	1269	1337	1370
Lane	E.B.	E.B.	W.B.
Lift Thickness	1.8"	2.2"	1.8"
Gradation of Cores:	Top A/C	Top A/C	Top A/C
Percent ret. 1"	0	0	0
" " (¾" - 1/4")	32.5	26.1	30.5
" " (¼" - # 10)	23.9	29.9	27.2
" " (#10 - # 40)	23.3	24.0	23.3
" " (#40 - # 80)	7.3	6.5	7.0
" " (#80 - #200)	3.4	3.1	3.0
" " (Pass #200)	4.4	4.4	3.8
Asphalt content, (%)	5.2	5.2	5.2
[illegible], Percent of #40 - #80*	1.4	0.8	1.1
Reclaimed Asphalt, pen. @ 77° F.	21	19	22
Bulk sp. gr. in place	2.30	2.23	2.28
[illegible] sp. gr. recompacted	2.45	2.39	2.41
[illegible] relative compaction	93.9	93.3	94.6
[illegible] voids in place	9.1	10.8	9.9
[illegible] voids recompacted	3.2	4.4	4.7

*[illegible] by water suspension of particles and decanting [illegible] sieve and drying the material.

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION, A/C & BITUMINOUS BASE

Laboratory No. ....
Data Sheet No. ....
Prefix C
Laboratory charge ....

Project North Powder-Powder River
Highway ....
Contractor .... No. 7514
Date received ....
Date reported ....
Submitted by ....
Source of Material ....
Sampled or inspected at .... To be used ....
Sampled or inspected by .... Quantity represented ....

Station	1269	1337	1370
Lane	E.B.	E.B.	W.B.
Lift Thickness	2.4"	2.1"	2.2"
Gradation of Cores:	Base A/C	Base A/C	Base A/C
Percent ret. 1"	0	0	0
" " (¾" - 1/4")	32.0	34.2	32.9
" " (¼" - #10)	32.4	31.8	29.2
" " (#10 - #40)	18.4	16.5	20.1
" " (#40 - #80)	5.1	4.8	5.7
" " (#80 - #200)	2.8	2.6	2.8
" " (Pass #200)	3.7	4.2	3.9
Asphalt content, (%)	5.6	5.9	5.4
Mica, Percent of #40 - #80*	0.4	0.4	1.0
Reclaimed Asphalt, pen. @ 77° F.	25	57	38
Bulk sp. gr. in place	2.21	2.24	2.27
Bulk sp. gr. recompacted	2.41	2.44	2.45
Percent relative compaction	91.7	91.8	92.7
Percent voids in place	11.6	11.6	9.3
Percent voids recompacted	3.6	2.4	2.8

*Mica removed from aggregate by water suspension of particles and decanting through a #80 sieve and drying the material.

Copies to:

☐ [illegible]
☐ [illegible] Engineer
☐ [illegible] Engineer
☐ [illegible]
☐ [illegible]
☐ [illegible]
☐ [illegible] Engineer
☐ [illegible]

John C. Jenkins

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. [illegible]
Data Sheet No. [illegible]
Prefix [illegible]
Laboratory charge
Date received
Date reported

PAVEMENT EVALUATION, A/C & BITUMINOUS BASE

Project North Powder-Powder River
Highway
Contractor No. 7514
Submitted by
Source of Material
Sampled or inspected at To be used
Sampled or inspected by Quantity represented

Station	1269	1337	1370
Lane	E.B.	E.B.	W.B.
Lift Thickness	Bit Base I	Bit Base I	Bit Base I
Gradation of Cores:	2.9"	3.2"	2.8"
Percent ret. 1"	1.6	1.3	1.3
" " (¾" - 1/4")	29.3, 19.8	39.2, 20.8	34.1, 18.3
" " (¼" - # 10)	18.0	19.8	17.1
" " (#10 - # 40)	13.4	13.5	11.7
" " (#40 - # 80)	5.2	5.3	5.3
" " (#80 - #200)	3.3	2.9	3.1
" " (Pass #200)	4.4	3.6	4.0
Asphalt content, (%)	5.0	5.0	5.1
[illegible] Percent of #40 - #80*	-	0.4	0.5
Reclaimed Asphalt, pen. @ 77° F.	25	25	27
Bulk sp. gr. in place	2.25	2.20	2.22
Bulk sp. gr. recompacted	2.46	2.45	2.40
Percent relative compaction	91.5	90.2	92.5
Percent voids in place	11.1	13.0	12.6
Percent voids recompacted	2.8	3.2	5.5

* [illegible] from aggregate by water suspension of particles and decanting [illegible] a [illegible] sieve and drying the material.

[illegible] TO:
☐ [illegible]
☐ [illegible] Engineer
☐ [illegible] Engineer
☐ [illegible]
☐ [illegible] Engineer
☐ [illegible] Engineer
☐ [illegible] Engineer
☐ [illegible]

John C. Jenkins

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION, A/C & BITUMINOUS BASE

Laboratory No. [illegible]
Sheet No. [illegible]
Prefix [illegible]
Laboratory charge
Date received
Date reported

[illegible] North Powder-Powder River
Highway
Contractor
No.
Submitted by
Source of Material
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

Station	1269	1337	1370
Lane	E.B.	E.B.	W.B.
Lift Thickness	3.6"	3.0"	3.2"
Gradation of Cores:	Bit Base II	Bit Base II	Bit Base II
Percent ret. 1"	2.9	8.2	0.9
" " (¾" - 1/4")	26.6, 19.5	27.4, 16.1	27.4, 22.4
" " (¼" - # 10)	21.4	18.5	19.4
" " (#10 - # 40)	14.2	12.2	12.7
" " (#40 - # 80)	4.2	5.7	5.1
" " (#80 - #200)	2.6	3.2	2.9
" " (Pass #200)	3.9	3.6	3.8
Asphalt content, (%)	4.7	5.1	5.4
Mica, Percent of #40 - #80*	0.6	0.4	0.4
Reclaimed Asphalt, pen. @ 77° F.	35	41	31
Bulk sp. gr. in place	2.36	2.44	2.35
Bulk sp. gr. recompacted	2.47	2.49	2.47
Percent relative compaction	95.5	98.0	95.1
Percent voids in place	6.7	3.6	7.8
Percent voids recompacted	2.4	1.6	3.1

* [illegible] removed from aggregate by water suspension of particles and decanting [illegible] a #200 sieve and drying the material.

Approved by

[illegible]

John C. Jenkins

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 15, 1974

TO C. W. Head
Commission Services

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Attached is a report on approval of completed contracts which I accepted under authority delegated to me by the Transportation Commission

Att.

cc A. E. Johnson
H. S. Coulter
C. T. Kersey
W. J. Hart
Vince Gallagher

[illegible]

NOTED
C. W. HEAD

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on April 15, 1974, I accepted the following:

✓ Contract No. 7516 , Work Completed February 28, 1973

Project Powder River-Baldock Slough

Highway Old Oregon Trail County Baker

Type of Work Grading, Paving, Structures & Signing

Contractor Babler Bros., Inc.

✓ Contract No. 7796 , Work Completed April 4, 1973

Project Baker Valley Rest Area

Highway Old Oregon Trail County Baker

Type of Work Landscape Improvement

Contractor Aichele Landscaping, Inc.

Contract No. 7885 , Work Completed March 2, 1974

Project Franklin Ave. at Wall St. (Bend) ✓

Highway Century Drive County Deschutes

Type of Work Traffic Signal Installation

Contractor Olson Electric Co., Inc.

✓ Contract No. 7975 , Work Completed March 8, 1974

Project Maxwell & "A" Line Canal

Highway Hermiston County Umatilla

Type of Work Structures

Contractor Ross Bros. Construction, Inc.

FB Klaboe

Administrator and State Highway Engineer

TRAFFIC SAFETY SUPPLY CO.

[illegible] S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531 AREA CODE 503

June 26, 1973

Mr. Cecil W. Head, Secty.
Oregon State Highway Comission
Highway Building
Salem, Oregon 97310

Subject: Oregon State Highway Contract No. 7516
Powder River - Baldock Slough Sect.
Babler Bros., Principal
Vern Hoaglin Construction., Inc., Sub-Contractor

Gentlemen:

Be advised that our claim in the amount of $9,411.55 against the bond of the above referenced project has been satisfied.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

E. Reznick
Vice President

ER:lb

cc: Hoaglin Construction Co.
[illegible] Indemnity Co.
Babler Bros.

RECEIVED
JUN 27 1973
[illegible]
STATE HIGHWAY [illegible]

NOTED
C. W. HEAD

BABLER BROS., INC.
GENERAL CONTRACTORS
46[illegible] S. E. MILWAUKIE AVE.
PORTLAND, OREGON 97202
(503) 232-8677
232-4047

LLOYD BABLER
PRESIDENT
LLOYD BABLER JR
VICE PRESIDENT
RICHARD BABLER
VICE PRESIDENT
THOMAS C. BABLER
VICE PRESIDENT
JAS. A. [illegible]
SECRETARY-TREASURER

June 23, 1973

Russ

Traffic Safety Supply Co.
2324 S.E. Umatilla St.
Portland, Oregon 97202

Attention Mr. E. Reznick
Vice-President

Gentlemen:

Reference: Claim Against Bond (Vern Hoaglin Construction Co., Inc.)
Oregon State Highway Contract No. 7516
Powder River-Baldock Slough Section
Your Certified Letter No. 889146, June 14, 1973

Enclosed with this letter is our Check No. 12797, June 23, 1973, in the amount of $9,411.55 in full payment of your claim against the bond.

Very truly yours,

BABLER BROS., INC.

R. A. Richards

R. A. Richards
Office Manager

RAR:ms
Encl:1
CC: Mr. Cecil W. Head, Secretary, OSHC ✓
Mr. Vern Hoaglin
Travelers Indemnity Co., Spokane

NOTED
C. W. HEAD

RECEIVED
JUN 26 1973
[illegible]

[illegible]

BABLER BROS., INC.

[illegible]

PAY

Traffic Safety Supply Co.

2134 S.E. Umatilla Street
Portland, Oregon 97202

DATE

June 23, 1973

$ 9,[illegible]

CITIZENS BRANCH
THE U.S. NATIONAL BANK
PORTLAND, OREGON

BABLER BROS., INC.

BY NOT NEGOTIABLE

BABLER BROS., INC.

DETACH BEFORE DEPOSITING

NO. 12703

EXPLANATION	AMOUNT	DEDUCTIONS	NET
Paid for the account of: Vern [illegible] Construction Co., Inc. P. O. Box [illegible] Cornelius, Oregon 97113 Re: Your claim against bond OSHC Contract No. [illegible] [illegible] Slough Section Certified letter 6-14-73 [illegible]			9,[illegible]

C.M. #570246

RECEIVED
JUN 25 1973
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

E. Reznick

E. Reznick
Vice President

Encl.

ER:lb

RECEIVED
JUN 25 1973
OREGON
STATE HIGHWAY COMMISSION

MANUFACTURERS AND DISTRIBUTORS
STREET AND HIGHWAY SIGNS · SAFETY AND CONSTRUCTION ACCESSORIES

TRAFFIC SAFETY SUPPLY CO.
2324 S.E. UMATILLA ST. PORTLAND OREGON 97202 235-81[illegible] AREA CODE 503

June 14, 1973

RECEIVED
JUN 15 1973
BABLER BROS., INC.

CERTIFIED No. 889146
RETURN RECEIPT REQUESTED

Babler Bros.
4617 S. E. Milwaukie Ave.
Portland, Oregon 97202

Re: Claim Against Bond - Babler Bros.
Oregon State Highway Contract No. 7516
Powder River - Baldock Slough, Old Oregon Trail Hwy.

Gentlemen:

Please be advised that on June 14, 1973, Traffic Safety Supply Co. filed with the Secretary of Oregon State Highway Commission, pursuant to ORS 279.526, a notice of claim regarding the above State Highway Contract, a copy of which is enclosed, in the amount of $9,411.55. This sum is presently due and owing for signs and safety materials furnished to Hoaglin Construction Co., Sub-Contractor, for the above project.

Demand is hereby made upon you for the sum of $9,411.55 pursuant to the provisions of ORS 736.325. If said sum is not paid, the appropriate action will be commenced against Babler Bros., as principal, and Travelers Indemnity Co., as surety, to collect said sum, together with interest, reasonable attorney's fees and court costs.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

E. Reznick

E. Reznick
Vice President

Encl.

ER:lb

RECEIVED
JUN 25 1973
OREGON
STATE HIGHWAY COMMISSION

MANUFACTURERS AND DISTRIBUTORS
STREET AND HIGHWAY SIGNS • SAFETY AND CONSTRUCTION ACCESSORIES

TRAFFIC SAFETY SUPPLY CO.
[illegible]
[illegible]
[illegible]

June 14, 1973

Mr. Cecil W. Mead, Commission Secretary
Oregon State Highway Division
Salem, Oregon 97310

Subject: Powder River - Baldock Slough, Old Oregon Trail Hwy.
Oregon State Highway Contract No. 7516
Prime Contractor: Babler Bros.
Sub-Contractor: Hoaglin Construction Co.

Dear Sir:

Notice hereby is given that the undersigned Traffic Safety Supply Co. has a claim in the amount of $9,411.55 against the bond taken from Babler Bros., principal, and Travelers Indemnity, Surety, for temporary and permanent signing materials furnished to Hoaglin Construction Co., Sub-Contractor, for the above project.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

F. Resnick
Vice President

FR:lb

cc: Secretary of State
Travelers Indemnity Co., Surety
Babler Bros., Prime Contractor
Hoaglin Construction Co., Sub-Contractor

RECEIVED
JUN 25 1973
SALEM
STATE HIGHWAY [illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

FILED
JUN 21 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
6-22-73

June 20, 1973

[illegible] Co.
[illegible]
[illegible]

Attention: [illegible]
Vice President

Gentlemen:

This is to acknowledge receipt of your letter [illegible]

[illegible]

[illegible]

Please advise this office when your claim has been [illegible].

NOTED
C. W. HEAD

Very truly yours,

C. W. [illegible], Secretary
[illegible]

By
R. M. [illegible], Assistant Secretary

RECEIVED
JUN 22 1973
[illegible]

cc [illegible], Inc.
[illegible]
[illegible]

[illegible] Co.
[illegible]
[illegible]

Hon. Clay Myers -
Please acknowledge receipt
of the attached claim on
the enclosed copy of this
letter.

TRAFFIC SAFETY SUPPLY CO.
[illegible] ST. PORTLAND, OREGON 97202 235-8531 AREA CODE 503

June 14, 1973

Mr. Cecil W. Head, Commission Secretary
Oregon State Highway Division
Salem, Oregon 97310

Subject: Powder River - Baldock Slough, Old Oregon Trail Hwy.
Oregon State Highway Contract No. 7516
Prime Contractor: Babler Bros.
Sub-Contractor: Hoaglin Construction Co.

Dear Sir:

Notice hereby is given that the undersigned Traffic Safety Supply Co. has a claim in the amount of $9,411.55 against the bond taken from Babler Bros., principal, and Travelers Indemnity, Surety, for temporary and permanent signing materials furnished to Hoaglin Construction Co., Sub-Contractor, for the above project.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

E. Reznick

E. Reznick
Vice President

ER:lb

cc: Secretary of State
Travelers Indemnity Co., Surety
Babler Bros., Prime Contractor
Hoaglin Construction Co., Sub-Contractor

[illegible] 1973
STATE HIGHWAY COM.

MANUFACTURERS AND DISTRIBUTORS
STREET AND HIGHWAY SIGNS · SAFETY AND CONSTRUCTION ACCESSORIES

[illegible] 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 4, 1973

7516

To: MEMO TO THE FILES

SUBJECT: Powder River-Baldock Slough Section
Contract No. [illegible]
Brownell Electric Claim

FROM:

John A. Bond
Construction Administration Engineer

RECEIVED
MAY 7 1973
Office of
Assistant State Highway Engineer

A meeting was held the afternoon of May 2 in the Staff Conference Room with the following present:

Beery T. Buren	Attorney for Brownell Electric, Inc.
Phil R. Brownell	Brownell Electric
G. G. Lundmark	Ross Bros. Construction
Bob Wall	Attorney for Babler Bros., Inc.
G. S[illegible]wiesow	Babler Bros., Inc.
H. S. Coulter	Oregon State Highway Division
John A. Bond	Oregon State Highway Division

This meeting had been arranged to informally discuss the merit of a claim which was presented by Brownell Electric in 1971 when their sub[illegible] [illegible] work of the [illegible] Valley Rest Area was in progress. They [illegible] the amount of $4,[illegible] as added costs for [illegible] shown on Plan Sheets [illegible] and [illegible]. The claim basis is [illegible] that Brownell alleges they [illegible] their prices for certain electrical work by scaling distances from these plan sheets using the stated scale of 1"=[illegible]. Actually, [illegible] reduced plan sheets and the scale is really 1"=100'.

All present at the meeting reviewed the tabulation which the State had prepared [illegible] ago in considering this claim at [illegible] stages, [illegible] amounts, the [illegible] amounts for the items involved, and the [illegible] and also all other bids on the items involved in the [illegible].

The meeting developed the following information:

(1) Ross Bros. solicited quotations from Brownell for the electrical work prior to the bid opening on the project. Brownell had worked with them on other projects in the past. Brownell developed their price quotations and submitted them

to Ross Bros. also prior to bid opening. They did not quote prices to any other potential bidder. Mr. Lundmark, the Ross Bros. representative at the meeting, did not believe they obtained quotes for the same work from anyone else.

(2) Ross Bros. used Brownell's prices without much change; only some small mark-ups in compiling their own quotes for submittal to Babler Bros. on a larger package of work.

(3) About 40 percent of the claim relates to the area illumination installation which was lump sum Bid Item No. 131. The remaining 60 percent relates to the electric supply system which was lump sum Bid Item No. 130.

(4) Babler representatives state they did not know there was any mistake in the quotations when they were preparing their bid. They marked up some of the items to higher amounts but could not spell out the detailed reasons for doing so. They stated that it was common practice in bidding on large complex projects such as this to keep some, usually lump sum, items open down to the last stages of compiling their bid into which certain adjustment money items are placed. They did not regard their bids on the above two specific lump sum items as being deliberately unbalanced. Babler cited that the State did in fact receive an acceptable low bid for the overall project and got the project build accordingly. Babler's position seemed to be that they definitely had not enjoyed any windfall profit at the expense of Brownell's low quotations.

(5) Mr. Brownell cited that he was a journeyman electrician, had worked on six other State park project jobs on work similar to that involved here, using State prepared plans on this other work, with no such complications as arose on this project.

All agreed that the amount of money involved here does not warrant the expense for all parties to carry it to a court determination.

At this point, a three-way sharing in the claim was suggested (I believe by Mr. Buren). Brownell tentatively agreed to reduce their claim amount by one third. Babler representatives agreed that in a spirit of compromise they would contribute one third of the money amount towards a settlement to Brownell. This leaves one-third for the State to contribute because the entire issue arises from a faulty plan.

I believe settlement on this basis would be fair to all concerned and it would be reasonable for the State to enter into a Price Agreement accordingly. The Babler representatives stated to their knowledge there were no other claims on the entire project. A Price Agreement adjustment on this claim could state that it was complete and final settlement of all claims. The money amount derived by Brownell appears reasonable. They money items are being analysed more thoroughly. We are to approach FHWA with this resume and solicit their participation in an adjustment on the above basis.

JAB:fw cc: H. S. Coulter W. B. Schwartz

[illegible]

[illegible] Y BUILDING • SALEM, OREGON • 97310

April 23, 1973

[illegible], Inc.
[illegible] Avenue
[illegible], Oregon [illegible]

NOTED
H. S. COULTER

RE: [illegible] River-[illegible] Slough Section
Contract No. 7316

Gentlemen:

This will confirm the time of 1:30 P.M. Wednesday, May 2, 1973, for a [illegible] [illegible] [illegible] [illegible]. The meeting will be held in Room [illegible] of the State Highway Building in Salem.

[illegible] for your subcontractor, Ross Bros. to attend this meeting, [illegible] by your office.

Very truly yours,

C. T. [illegible]
Construction Engineer

By

J[illegible] A. Bond
Construction Administration Engineer

cc: [illegible]

[illegible]

[illegible]

NOTED
H. S. COULTER

RECEIVED
APR 23 1973
Office of
Assistant State Highway Engineer

7516

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 2, 1973

SUBJECT:

To:

C. T. Keasey
Construction Engineer

SALEM

FHWA Acceptance
Powder River-Baldock Slough
Old Oregon Trail Highway
Baker County
Contract No. 7516

The guide posts mentioned by FHWA as being loose and unacceptable on the project have been tightened. The quarry and haul road have not been obliterated in a satisfactory manner to date. When completed, they will conform to Standard Specification 104.08 and revision letter no. 1 to this contract.

For the record, we have not made a final inspection on this project and it has not been accepted by the State. [redacted]

[illegible] ?

[illegible]

Wendell E. Schwartz
Wendell E. Schwartz
Regional Engineer

WES:sh

cc V. L. Gallagher
E. L. Scrivner

[illegible] 73

RECEIVED
APR 5 1973
Office of
Assistant State Highway Engineer

Routing
✓ Keasey
RECEIVED
Pease
Glenn
Jackmond
APR 4 1973
Berg
Hardt
Johnson
CONSTRUCTION SECTION
Walker

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 27, 1973

TO
V. V. Cusack, Acting Division Engineer
[illegible]
Federal Highway Administration

Federal-aid Project
No. I-80N-7(33)109

FROM

L. E. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7516, Work Completed (Revised) February 28, 1973

Project Powder River-Baldock Slough

Highway Old Oregon Trail

County Baker

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date ______________

Conditions not acceptable: Neither the contractor's haul road nor stockpile site has been obliterated in compliance with Section 104.08(c) of the general specifications and revision letter #1.

The [illegible] loose.

RECEIVED
STATE HWY. ENGR.
APR 3 '73
REFER TO
FILE

V. V. Cusack
Acting Division Engineer

4-3-73 [illegible]
Co[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 15, 1973

TO V. V. Cusack, Acting Division Engineer
~~[illegible]~~
Federal Highway Administration

Federal-aid Project
No. I-80N-7([illegible]

FROM L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7[illegible]6 Work Completed March 2, 1973

Project Powder River - Baldock Slough

Highway Old Oregon Trail

County Baker

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ____________________

Conditions not acceptable: The guide posts are loose. Also the haul road and stockpile site have not been obliterated.

V. V. [illegible]
Acting Division Engineer

cc: F. B. Klaboe
L. H. Young
V. Gallagher

RECEIVED
MAR 28 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY [illegible]
MAR 27 '73

NOTED
A. E. [illegible]

3-28-73
Copies [illegible]

[illegible] WEEKLY REPORT

FOR [illegible] ONLY
[illegible] DIVISIONS

[illegible] - B[illegible]ck Slough

[illegible] Bros., Inc.

[illegible] 1, 1971

[illegible] FORCE ON PROJECT FOR THE WEEK: 0 SUPERVISION 0

PROJECT AUTHORIZATION. $5,730,940.12

[illegible] OF ENGINEERING $5,323,406.60

[illegible] COMPLETED [illegible] ENGINEERING $4,715,445.00

ESTIMATED PERCENT [illegible] 11.4 %

[illegible]

HIGHWAY [illegible] Oregon Trail

KIND OF WORK Grad[illegible], Paving, Structures [illegible]

CONTRACT NUMBER 7516

DATE WORK STARTED February 24, 1971

SPECIFIED WORK DAYS 450

SPECIFIED CALENDAR DAYS
Extension 100 days

ENGINEERING AUTHORIZATION $407,533.54
this week 490.00

ENGINEERING COST TO DATE $390,500.00

PERCENT OF AUTHORIZATION 95.8 %

[illegible]

[illegible]

COUNTY [illegible]

[illegible] I-[illegible]

ESTIMATED COMPLETION DATE March 2, 19[illegible]

[illegible] DAYS USED

CALENDAR DAYS USED

PERCENT OF TIME ELAPSED 100

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 1[illegible]

[illegible] TOTAL AUTHORIZATION [illegible]

DATE PROJECT WAS COMPLETED: March 2, 1973

Semi-final submitted March 15, 1973.

ESTIMATED PERCENT COMPLETE (ROADWORK)

[illegible]ARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS [illegible]	[illegible]
[illegible] PROJECT	7.08	7.08		7.08	7.[illegible]
[illegible] PARTIALLY COMPLETED	0	0		0	
[illegible] COMPLETED	7.08	7.08		7.08	7.0[illegible]
[illegible] ESTIMATED QUANTITIES (CONTRACT)	1,158,000 CY	549,500 Ton		570 Ton	[illegible]
[illegible] QUANTITIES CONNECTED TO DATE	1,097,393 CY	485,535 Ton		413 Ton	[illegible]
[illegible] QUANTITIES MOVED OR PLACED TO DATE	1,097,393 CY	485,535 Ton		413 Ton	183,790 [illegible]
[illegible] DAILY QUANTITIES					
[illegible] NECESSARY TO [illegible]					[illegible]
[illegible] PER DAY					

[illegible] DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO	9802	9803	9507	[illegible]A	6x3 RCBC	Rest Area		
PERCENT	100	100	100	100	100	100		

	WEATHER	WORK DAYS [illegible]	HOURS [illegible]	CAUSE OF DELAY
[illegible]				
[illegible]				
[illegible]				
[illegible]				
[illegible]				

K

RECEIVED
MAR 19 1973
CONSTRUCTION SECTION

Kunney
Jackmond
Johnsen
Walker
Pease
Bern

BEN GILFORD

[illegible]

SUNDAY	
MONDAY	No activities all week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This is final weekly report. Semi-final submitted to Region Office on March 15, 1973.

SIGNED [illegible] LOCATION Eugene

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7516

February 28, 1973

Harland, Winslow, Ritter
and [illegible]
Attorneys at Law
Pacific Building
Salem, Oregon

NOTED
E. S. HUNTER

Attention Mr. Daniel A. Ritter

Gentlemen:

Powder River-Baldock Slough Section
Old Oregon Trail Highway
Baker Valley Safety Rest Area
Contract 7516

I have your letter of February 2, 1973, regarding a claim by a sub-subcontractor on the subject project.

The contract on this project is between Habler Brothers, contractor, and the State of Oregon. Any claim which the sub-subcontractor may have should be presented to the State through the prime contractor.

The claim should be submitted directly to the resident engineer on the project for processing.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
R W [illegible]
R. W. [illegible]
Bridge Administration Engineer

[illegible]/wg

cc E. S. Hunter
[illegible]
[illegible]
[illegible]
[illegible]
Habler Brothers
[illegible]

RECEIVED
MAR 1 1973
OFFICE OF
[illegible]

FORM 2-36

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7516

NOTED
H. S. COULTER

DATE February 22, 1973

TO C. T. Keasey
Construction Section

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Powder River-Baldock Slough Section
Old Oregon Trail Highway
Baker Valley Safety Rest Area
Contract 7516

The attached letter from the attorney for Ross Brothers concerns a claim by the electric subcontractor on the Baker Valley Safety Rest Area portion of the subject project.

Contract Plan Sheets Nos. 12-G and 12-H are relevant to this claim and do indeed carry the words "Scale: 1" = 50'0" ".

The plans have been reduced a half size and do not carry a note to that effect. This could cause an electric subcontractor to scale erroneous quantities off of the plans. The half-size reduction note was left off the plans at the request of the Landscape Unit. I have discussed this with Roy Olson and he has rectified this situation on succeeding projects by indicating the scale in a bar-graph manner.

It appears that this claim has validity. However, actual quantities and costs involved should be determined by the resident engineer.

If you concur in this conclusion a price agreement resolving the matter should be negotiated. We have not contacted the Federal Highway Administration regarding this matter. I have not answered the attached letter assuming you will make any answer deemed necessary.

RWE/ag
Attach.
cc E. S. Hunter w/attach.
H. S. Coulter w/attach.
W. E. Schwartz w/attach.
E. L. Hardt w/attach.
R. Olson w/attach.
D. W. Greene w/attach.

C.T. Keasey
What proof do we have that Brownell bid was based on false scaling? HSC

RECEIVED
FEB 23 1973
Office of
Assistant State Highway Engineer

[illegible]ARLAND, WINSLOW, RITTER & HA[illegible]NY
ATTORNEYS-AT-LAW
200 PACIFIC BLDG. — SALEM, OREGON 97308

W. C. WINSLOW (1882-1962)
R. Y. GARLAND
NORMAN K. WINSLOW
DANIEL A. RITTER
TERRY E. HAZNY

February 2, 1973

Mr. Robert Ellison
State Highway Department
State of Oregon
Salem, Oregon 97310

Re: Baker Valley Rest Area
Contract No. 7516

Dear Mr. Ellison:

I am enclosing herein a copy of the demand letter received by Ross Bros. Construction from Perry Buren, attorney for Brownell Electric. Brownell Electric was a subcontractor of Ross Bros. who in turn was a subcontractor of Babler Bros. on the above referenced job.

As I understand the gist of the complaint of Brownell Electric, they claim to have bid certain portions of the work based upon the scale shown on the plans and were thereby mislead because the fact that the scale was reduced was not shown by appropriate legend on the plans. It is my understanding that Brownell Electric picked up the plans from the State Highway Division prior to bidding, and, of course, Ross Bros. Construction had no jurisdiction or control over the plans.

We will cooperate in any way in order that this matter might be satisfactorily resolved.

Ross Bros. feels that it would be in the best interest of all parties if litigation were avoided in this matter and the same might be submitted to a review board or arbitration. In the event Brownell Electric files a complaint against Ross Bros., we would have no alternative but to join Babler Bros. and the State Highway Division so that the matter might be completely resolved. Ross Bros. does not have sufficient information to have formed an opinion of the merit of the Brownell Electric claim, and is not

RECEIVED
FEB 6 1973
BRIDGE DIVISION

Mr. [illegible] Ellison
Page 2
February 2, 1973

desirous of entering into litigation with anyone; however, Ross Bros. has no responsibility for the claim of Brownell Electric and would seek to enjoin the responsible parties.

Please advise.

Sincerely yours,

Dan Ritter
DANIEL A. RITTER

DAR:jd
Enc.

cc: H. S. Coulter
Ray K. Ross
Beeler Bros.
Perry T. Buren

RECEIVED
FEB 6 1973
[illegible] DIVISION

PERRY T. BUREN
ATTORNEY AT LAW

PIONEER TRUST BUILDING
STATE AND COMMERCIAL STREETS
SALEM, OREGON 97301

January 26, 1973

Babler Bros., Inc.
4617 S.E. Milwaukee
Portland, Oregon 97202

and

Ross Bros. Construction Co.
3501 Brooklake Rd. NE
Salem, Oregon 97303

Re: Contract No. 7516
Baker Valley Rest Area

Gentlemen:

This letter is written in duplicate original counterparts.

I represent Brownell Electric, Inc., an Oregon corporation, which is an electrical sub-subcontractor on the above project. My client submitted its bids for this work on the basis of the plans furnished it.

As I am sure you know, at least two of those sheets appeared to be on a scale of one inch to fifty feet whereas, in reality had been reduced by one-half so that one inch equals one hundred feet.

We are all well aware of what happened after that, namely, the error was discovered and you told my client to finish the job and submit its claim for extra or additional compensation. On or about July 19, 1971, you were billed for the sum of $4,982.23 for the extra or additional work.

There is no privity of contract between my client and the Highway Department. It is my understanding that the cases going before the Contractors' Review Board must be initiated by the general contractor.

Demand is herewith made that my client be paid the sum of $4,982.23 together with interest thereon at the rate of 6% per annum from the due date, until paid.

RECEIVED
FEB 6 1973
BRIDGE DIVISION

[illegible] Bros., Inc.
and
Ross Bros. Construction Co.
January 26, 1973
Page 2

I would welcome an opportunity to discuss this with any official of your company or with your attorney. Unless a satisfactory settlement is made by ten days following the date of this letter or we are by that time engaged in promising negotiations for settlement, I am instructed to file a lawsuit against each of you on this claim.

May I please hear from you soon.

Very truly yours,

Peery T. Buren
Peery T. Buren

PTB:jl
cc: Brownell Electric, Inc.

RECEIVED
FEB 6 [illegible]
[illegible]

[illegible]

25/6

[illegible]

C. [illegible]
E. [illegible]
R. C. [illegible]
W. [illegible]
C. T. [illegible]
W. L. [illegible]
V. L. [illegible]
[illegible]
[illegible] Bond [illegible]

December 28, 1972

To: Oregon State Highway Commission

From: F. B. [illegible]
Deputy State Highway Engineer

Subject: Extension of Time, Contract No. [illegible]
[illegible], I-[illegible]
[illegible] No. [illegible]

[illegible], Inc., [illegible]

[illegible]

[illegible]

[illegible]

[illegible] T | U.S. [illegible]

[illegible]randum

[illegible]

[illegible] M. Baldwin, Administrator of Highways DATE: December [illegible], 1972

ATTENTION: Mr. A. E. Johnson, Asst State Hwy Engr In reply refer to: [illegible]

FROM: [illegible], Division Engineer
[illegible], Oregon

SUBJECT: [illegible] Project I-[illegible]
[illegible] Section
[illegible] Highway
Time Extension

DEC [illegible] 1972

We concur in extending the contract time on this project 180 days as requested in your letter of December 7, 1972.

12-22-72

REFERRED TO

BY DEPUTY STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1972

SUBJECT: **Powder River-Baldock Slough [illegible]**
Contract No. 7516
Request for Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

FROM:
John A. [illegible]
[illegible] Administration Engineer

[illegible] Bros., Inc., contractor on the subject section, has [illegible] a [illegible] [illegible] of the contract time based on only one reason -- [illegible] subcontracted paving work on another project, Bubbs Ranch-Weatherby. Ordinarily, we have not sanctioned time extensions or adjustments involving inter-contractor relationships **among various projects where the choice of subcontractors and their** scheduling is out of our hands. In this case, the chronology and circumstances justify serious consideration of extension for this contract. Some pertinent [illegible]:

Bubbs Ranch-Weatherby contract date	**June 16, 1970**
[illegible] Ranch-Weatherby paving subcontract date	**June 30, 1970**
Powder River-Baldock Slough contract date	February 1, 1971
450 days allowed expired	August 22, 1972 [illegible] plete overall, [illegible] complete, [illegible] com- **plete, paving 0% complete**
[illegible] Powder River-Baldock **[illegible] completion**	**December 1, 1972**

[illegible] days liquidated damages accrued at $[illegible] per day = $[illegible]

[illegible] of the major increase in excavation quantities due to [illegible] on the [illegible] project, a [illegible]-day time extension was [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] percent [illegible] [illegible] percent [illegible] [illegible] percent [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] on Bubbs Ranch-Weatherby was only about half completed. The major change orders there which have added over 2,000,000 yards of excavation did not occur until much later in 1971 and again in 1972.

I believe these facts illustrate that the contractor was not delinquent on other major items on his project and that the obvious reason for his late completion is in fact the paving work. In view of the timing of his commitment to pave on the other contract, it being some seven months before the date of the subject project contract, I believe in all fairness we should recognize the delay on Bubbs Ranch-Weatherby with respect to the subject project.

We therefore recommend a 100-day extension of Babler's contract time which would be expected to delete all liquidated damages. I have discussed this with the FHWA Area Engineer and anticipate their approval. Rough draft letters to FHWA, the Highway Commission and the contractor are attached.

[illegible]
Attach.
cc: V. L. Gallagher

RECEIVED
DEC 1 1972
OFFICE OF
A. E. JOHNSON
[illegible]

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7516 Contractor Babler Bros, Inc.

Highway Old Oregon Trail

Section Powder River - [illegible]

Kind of Work Grading, Paving, Structures & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Recommend 100-day extension because of changes in schedule associated with delays on the Bubbs Ranch-Weatherby Section.

Recommended for Approval:

Division Engineer

Construction Engineer
~~Bridge Engineer~~

State Highway Engineer

Contract No. 7516

Project designation I-[illegible]
State Federal

Date awarded Feb 1, 1971

Work started [illegible] 24, 1971

Per cent completed 97 11/4/72

No of ~~Workdays~~ Calendar Date Allowed 450

No. of Workdays Used [illegible] 524

No. of Added Workdays Requested 90

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon [illegible]

Date August [illegible], 19[illegible]

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from .... days to .... days, within which to complete our Contract No. 7516, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please refer to letter attached.

Respectfully submitted,

BABLER BROS., INC.
Contractor

By Lloyd Babler, President

CONSENT OF SURETY

Date August [illegible], 19[illegible]

We, The Travelers Indemnity Company of Hartford, Connecticut, as surety on the bond guaranteeing the performance of the contract above described and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

(SEAL)

[illegible] ER
[illegible] JR.
[illegible] R
[illegible] ER
JAS. [illegible]
SECRETARY-TREASURER

BABLER BROS., INC.
GENERAL CONTRACTORS
4617 S. E. MILWAUKIE AVE.
PORTLAND, OREGON 97202
(503) 232-6677
232-4047

RECEIVED
OCT 30 [illegible]
NOTED:
☐ ☐ ☐

October 25, 1972

Mr. D. W. Greene, Resident Engineer
Oregon State Highway Division
P. O. Box 763
Baker, Oregon 97814

Dear Mr. Greene:

Reference: Powder River-Baldock Slough Section
Contract No. 7516
Time to Complete Contract

In the summer of 1971 we purchased a new C.M.I. 14,000-lb. A.C. Mix Batch Plant. Our scheduling of work for this new plant first included the paving of the Bubbs Ranch-Weatherby Section, Contract No. 7395; then the paving of the Powder River-Baldock Slough Section, Contract No. 7516 - both jobs to be completed well within the time allowed by contract.

The actual production schedule of this plant as a result of delays beyond our control was:

Oct. 26 thru Dec. 1, 1971 – Jun. 6 thru Aug. 17, 1972 –	–	Paving Bubbs Ranch-Weatherby Section
Aug. 30 thru Oct. 21, 1972	– –	Paving Powder River-Baldock Slough Sec.
Oct. 23, 1972	–	Move back to Durkee Plantsite to complete paving of Bubbs Ranch-Weatherby Section

The intermittent occurance of large slides on the Bubbs Ranch-Weatherby Section throughout our operations on that project caused delays and finally [illegible] of our paving operations on Aug. 17, 1972. Our original, and [illegible], [illegible] of our paving operations [illegible] from the Bubbs Ranch-Weatherby Section no later than [illegible] to the Powder River-Baldock Slough project on [illegible], and to begin paving on the Powder River-Baldock Slough project on [illegible], 1972, completing the entire project prior to Aug. 22, 1972.

Our [illegible] workday count on the Powder River-Baldock Slough Section is calculated as follows:

[illegible]
[illegible] Greene, Resident Engineer
[illegible] 25, 1972

	Calendar [illegible]
Mar. 1, 1971 - Count Began -	541
Aug. 22, 1972 - Count Ended -	
Less: Exclusion - Dec. 1, 1971 thru Feb. 29 1972 [illegible]	[illegible]
Time Allowed per Contract	450

We anticipate completion by Nov. 10, 1972. Thus, we respectfully request an additional 90 days from Aug. 22, 1972 in which to complete this Powder [illegible] [illegible] Slough Contract.

Enclosed with this letter is CONTRACTORS REQUEST for INCREASE IN NUMBER OF [illegible] to COMPLETE CONSTRUCTION CONTRACT. This form has been properly executed with Consent of Surety.

Very truly yours,

[illegible] BROS., INC.

[illegible], President

FOR FILING

OREGON STATE
HIGHWAY DIVISION
Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

7516

December 28, 1972

Mr. James K. Moore
[illegible], Spaulding, Kinsey, Williamson & Schwabe
Attorneys at Law
12th Floor Standard Plaza
Portland, OR 97204

NOTED
A. E. JOHNSON

Dear Mr. Moore:

RE: Powder River-Baldock Slough Fencing Claim, Contract No. 7516

Your letter of December 19 concerning the fencing claim on the Powder River-Baldock Slough Section, Highway Contract 7516, has been received.

The claim has been reviewed by this office and also by our Salem office and, at this point, we must say "no" and deny the "Act of God" claim. Our thinking along this line is that the fences on the two abutting projects went through the winter and did not suffer damage. It is our opinion that the fence constructed on the Powder River-Baldock Slough Section was of poor workmanship. We do not feel that the weather conditions were so rare and strong as to qualify as an "Act of God". We might also add that any claim submitted is to be submitted by the prime contractor before it can even be considered.

If you wish to pursue this matter and bring it to the Claims Review Board's attention for their consideration, it is suggested that the claim be submitted through Babler Bros., the prime contractor on the project.

Sincerely yours,

W. E. Schwartz
Regional Engineer

By Alfred Shirley, Jr.
Regional Construction Engineer

AS:sh

cc A. E. Johnson
Frank McKinney
C. T. Kenney
D. W. Greene

RECEIVED
DEC 29 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

[illegible]

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]

[illegible]

[illegible]

10-26-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

	REPORT NO. 10	COUNTY Baker	DIVISION Oregon
DATE OF INSPECTION 10/26/72	INSPECTION MADE BY R. A. Nichols, Area Engineer		PROJECT NO I-80N-7(33)289

IN COMPANY WITH
A. Swirley, Jr Reg Constr Engr, OSHD; D. M. Greene, Resident Engineer, OSHD

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	115 %	94 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(*Not applicable for all contacts.)

COPY SENT

To Const & Bridge 11-14-72

NOTED
NOV 13 1972
A. E. JOHNSON
REGIONAL OFFICE

POWDER RIVER BALDOCK SLOUGH SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

The contractor started placing plant-mix bituminous base on August 31 and completed placing asphaltic concrete on October 23. During this time he produced and placed about 106,000 tons of plant-mix bituminous base and 76,000 tons of asphaltic concrete.

The project records indicate that the frequency of the project testing, the check testing, and the progress record sampling all exceeded the minimum recommended in the State's Inspector Manual.

The results between the project tests and the check or record tests performed by the State's central testing laboratory compared very well. The project testing equipment was not checked during this inspection but I have checked the equipment on previous inspections and found the equipment to be both adequate and in good shape.

The contractor's scales had been checked by the State's Sealer of Weights and Measures, and the scales appeared to be in good working condition.

The pay quantities of the asphaltic cement were based on certified weight slips and these spot checked by weighing the trucks on the project scales. To say they were spot checked may be erroneous because it seems like a majority of the weigh slips I looked at had check slips signed by the State inspector affixed thereto.

The compaction test results indicated that the specified compaction was obtained. The surface of the AC was within the specification requirements except at a couple of high points. These will be planed. Although the surface met specification requirements, the riding quality was poor. This may be attributed to working during marginal weather, and insufficient plant capacity to keep the paving machine moving steadily.

RECEIVED
NOV 14 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

11-14-72
Johnson
cy Young

PREVIOUS EDITIONS WILL BE USED

7516

NOTED
A. E. [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1972

SUBJECT: Powder River-Baldock Slough
Contract No. 7516
Fence Damage - Act of God

To: W. E. Schwartz, Region Engineer
ATTN: [illegible]rred Shirley, Jr.

FROM:

John A. Bond
Construction Administration Engineer

I have reviewed your October 16 letter and the material from Attorney James R. Moore which you forwarded concerning the alleged Act of God snow damage to certain fencing on the subject project. This poses a new and interesting question. With two other claims on other projects now active and based on the Act of God concept, we still find very little in the way of precedent and guidelines to analyze or test the Act of God question. Because there is much potential in this area, these claims are being scrutinized and studied very closely. This will certainly be true of the one you now present on the basis of snow fall. Could you give some further information:

1. What was the nature of the damage? Are there pictures of it?
2. Do we agree the damage was entirely caused by snow?
3. Were other fences in the general area subjected to similar conditions damaged?
4. Has the prime contractor presented the claim?

If I am reading the Climatological Data correctly, the following statistics apply:

The total December, 1971 snow fall at Baker was 16.80 inches. This compares with a maximum December record of 21.3 inches but we also note January and February records of [illegible] and 22.5 inches. The greatest daily snow fall in December, 1971 is the 7.1 inches on December 8. This compares with a greatest December day of record of 14.3 inches.. I don't believe this set of numbers presents an obvious or compelling case that the December, 1971 occurrence was so rare or extraordinary as to be an Act of God.

If you can give us the further information requested above, we will pursue the question further.

JAB:fw
cc: A. E. Johnson
F. C. McKinney

RECEIVED
OCT 18 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM 7-10

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
OCT 17 1972
CONSTRUCTION
SECTION

La Grande, Oregon
October 16, 1972

SUBJECT: Powder River - Baldock Slough
Old Oregon Trail Highway
Baker County
Contract ~~7491~~ 7516

To:

Mr. C. T. Keasey
Construction Engineer

SALEM

Attached herewith is a copy of a letter from an attorney employed by Fencing & Awning Company, the fence Subcontractor on the Powder River - Baldock Slough section.

The Subcontractor is claiming that the damage to the fence which occurred last winter is due to heavy snow conditions and is an "Act of God".

A review of the climatological data would indicate that perhaps the Contractor does have a valid claim. You will find attached copies of the data and we request that you review this and advise your thinking as to whether the damage is an "Act of God". If it is so determined, we will advise the Resident Engineer and the Contractor and compensate the Contractor on a force account basis for the necessary repairs.

We understand that the repairs are now being made and the Resident Engineer is keeping accurate costs so that we can determine the Contractor's exact costs.

Wendell E. Schwartz
Regional Engineer

By

Alfred Shirley, Jr.
Regional Construction Engineer

AS:/bv
Attachments
cc: D. W. Greene

SOUTHER, SPAULDING, KINSEY, WILLIAMSON & SCHWABE
ATTORNEYS AT LAW
12TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE [illegible]
CABLE ADDRESS "ROBCAL"
ROBERT T. MAUTZ (1905-1969)

CALVIN H. SOUTHER
BRUCE SPAULDING
[illegible]
[illegible]
JOHN L. SCHWABE
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES S. O'HANLON
DOUGLAS M. THOMPSON
JAMES R. MOORE
A. ALLAN FRANZKE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR.
[illegible]
[illegible]
JAMES A. LARPENTEUR, JR.

October 10, 1972

OCT 12 1972
RECEIVED
RDE REGIONAL OFFICE

Mr. W.E. Schwartz
Regional Engineer
Oregon State Highway Div.
P.O. Box 850
LaGrande, Oregon 97850

Re: Babler Bros. Inc. - Powder River - Baldock
Slough 601-1073

Dear Mr. Schwartz:

You previously received a copy of the September 5, 1972 letter of Mr. D.W. Greene the Resident Engineer on the [illegible] contract to Babler Bros., Inc. relating to [illegible]. I enclose copies of two letters setting forth [illegible] of the subcontractor to additional compensation. You may have received copies of these letter previously from Babler Bros., Inc.

In connection with the claim that the fence damage is attributable to "act of God" as defined in the standard specifications I enclose the following which were obtained from the Portland, Oregon office of the U.S. Department of Commerce, National Oceanic and Atmospheric Administration:

1. A copy of the Storm Data and Unusual Weather Phenomena summary for December, 1971 relating to Oregon.

2. A Climatological Summary for Baker, Oregon [illegible] totals by month for the 70 years [illegible] and for the 30 years [illegible].

3. A summary of Monthly and Seasonal Snowfall [illegible] for the years 1959 through 1971.

You will note that the entry entitled Storm Data and Unusual Weather Phenomena indicates that in a period of just over 30 hours on the 8th, 9th, and 13th of December, 13 to 16 inches of snow fell and winds occurred in excess of 50 m.p.h. twice blocking Interstate Highway 80 N. Additional weather information indicates that snow occurred during about half of the days of the month of December. You will also note that the snowfall indicated during the period shown on the Storm Data and Unusual Weather Phenomena report approaches both the 70 year maximum monthly snowfall and the greatest daily snowfall for the area. The snowfall indicated is, of course, two to three times the mean or average snowfall for the entire month of December. The wind velocities indicated were many times the normal velocity to be anticipated.

The problem was probably compounded by extremes of temperature between the heavy snowfall on the 8th and 9th of December and the storm of the 13th. Thawing and refreezing would have a tendency to cause the drifted snow to adhere to the fencing material, and this together with the high winds and amount of snow undoubtedly contributed to the fence damage.

It would be appreciated if you would take the above matters into consideration in connection with the claim for additional compensation or repair of the snow damage fencing on the subject contract. If there is any further information which the contractor or subcontractor could be helpful in providing, please advise. Your prompt consideration of the matter will be appreciated.

Very truly yours,

James R. Moore

James R. Moore

JRM:jp

cc: Mr. Frank McKinney
Babler Bros., Inc.
Fencing & Awning Co.

STORM DATA AND UNUSUAL WEATHER PHENOMENA

OKLAHOMA (continued)

PLACE	DATE	TIME - LOCAL STANDARD	LENGTH OF PATH (MILES)	WIDTH OF PATH (YARDS)	KILLED	INJURED	PROPERTY	CROPS	CHARACTER OF STORM
Valliant and Wright City area, McCurtain County	16	[illegible]p.	[illegible]	300	0	0	4	0	Tornado

A tornado touched down first 2 miles south of Valliant causing [illegible] property damage. A fishing boat was wrapped around a utility pole. The tornado next touched down 2 miles southwest of Wright City where it broke off several large trees. Next, the tornado crossed the Little River Drive-In Theater southwest of Wright City. A man who lives near the theater reported hearing a roaring sound and saw the screen of the theater "just disappear". The tornado lifted and for the last time came to the ground 2 1/2 miles northeast of the theater where little damage was done.

PLACE	DATE	TIME - LOCAL STANDARD	LENGTH OF PATH (MILES)	WIDTH OF PATH (YARDS)	KILLED	INJURED	PROPERTY	CROPS	CHARACTER OF STORM
Pittsburg County	16	[illegible]			0	0	[illegible]	[illegible]	Wind

[illegible] damage occurred in the [illegible] area due to strong winds. Damage consisted mostly of roof damage and of fallen utility lines and [illegible] trees. Gusts to 58 m.p.h. were observed at McAlester Flight Service station at 8:[illegible] p.m.

PLACE	DATE	TIME - LOCAL STANDARD	LENGTH OF PATH (MILES)	WIDTH OF PATH (YARDS)	KILLED	INJURED	PROPERTY	CROPS	CHARACTER OF STORM
7 SW Eufaula, Pittsburg County	16	[illegible]p.	[illegible]	75	0	0	5	0	Tornado

A tornado struck the Pixie [illegible] Resort on Lake Eufaula damaging or destroying 11 mobile homes, downing power and telephone lines, damaging a combination grocery and service station and flipping a tractor on its back.

PLACE	DATE	TIME - LOCAL STANDARD	LENGTH OF PATH (MILES)	WIDTH OF PATH (YARDS)	KILLED	INJURED	PROPERTY	CROPS	CHARACTER OF STORM
LeFlore and Sequoyah Counties	16	About 9:30p.			0	0	[illegible]	0	Tornado, wind

A tornado touched down briefly in LeFlore County near Kerr Dam. An Oklahoma Highway Patrol trooper spotted the tornado. There was considerable property damage in LeFlore and Sequoyah Counties due to straight wind. The damage in any one locality was mostly minor.

PLACE	DATE	TIME - LOCAL STANDARD	LENGTH OF PATH (MILES)	WIDTH OF PATH (YARDS)	KILLED	INJURED	PROPERTY	CROPS	CHARACTER OF STORM
Osage, Tulsa, Pawnee, Rogers and Wagoner Counties	16	Night			0	0	[illegible]	0	Heavy rain, flooding

Heavy rains of up to more than 3 inches caused minor flooding on Bird and Polecat Creeks and on the Caney River. Although a few families were evacuated from their homes, there was no loss of life and property damage was minor.

PLACE	DATE	TIME - LOCAL STANDARD	LENGTH OF PATH (MILES)	WIDTH OF PATH (YARDS)	KILLED	INJURED	PROPERTY	CROPS	CHARACTER OF STORM
5NW Ada, Pontotoc County	29	[illegible]p.			0	0	3	0	Wind

Straight wind, estimated at 70 m.p.h., unroofed a house, blew the porch off the house and damaged a barn.

OREGON

PLACE	DATE	TIME - LOCAL STANDARD	LENGTH OF PATH (MILES)	WIDTH OF PATH (YARDS)	KILLED	INJURED	PROPERTY	CROPS	CHARACTER OF STORM
Richland area, Baker County	5	Evening			1	0	0	0	Fog and Wind

One teenage boy became separated from his two companions during a chukar hunting trip on the wind-swept slopes of the Snake River Canyon above Richland. Caught in darkness and fog, the 14-year-old boy struggled through more than a foot of snow on the steep slopes of [illegible] Creek Canyon. Death cause was confirmed as exposure and exhaustion as temperatures [illegible] into the middle 20's and high winds swept the open ridges where he was blown off his feet.

PLACE	DATE	TIME - LOCAL STANDARD	LENGTH OF PATH (MILES)	WIDTH OF PATH (YARDS)	KILLED	INJURED	PROPERTY	CROPS	CHARACTER OF STORM
Baker and Union Counties	[illegible]	[illegible]:00a, [illegible]-4:30a, [illegible]	75	*30	0	0	4	0	Snow, Wind

Heavy snowfall of 8-12 inches fell in Baker and Union Counties with strong winds estimated over 30 miles [illegible] causing [illegible]. [illegible] I-80N between Baker and La Grande. Zero visibility and drifts up to 4 feet deep along low spots and in [illegible] traffic from [illegible] until 4:30 a.m. the next morning. About 150 persons spent the night at the La Grande National Guard Armory and some motorists spent the [illegible] in their cars. Additional highway crews were required to clear the 80-100 vehicles [illegible] in the snow. High winds associated with the storm damaged roofs of two houses in Elgin and blew in the windows of another.

PLACE	DATE	TIME - LOCAL STANDARD	LENGTH OF PATH (MILES)	WIDTH OF PATH (YARDS)	KILLED	INJURED	PROPERTY	CROPS	CHARACTER OF STORM
Baker and Union Counties	13	Midnight-8:00a	75	*30	0	0	4	0	Wind and Snow

Another 5-7 inches of snowfall across these counties along with winds of [illegible] on highways in the area and along I-80 between Baker and [illegible] and [illegible] to the [illegible]. [illegible] from [illegible] to [illegible] and many [illegible]. 4-7 foot drifts [illegible] late on the 13th. [illegible] travel problems than were experienced a few days earlier on the 8th and 9th.

PLACE	DATE	TIME - LOCAL STANDARD	LENGTH OF PATH (MILES)	WIDTH OF PATH (YARDS)	KILLED	INJURED	PROPERTY	CROPS	CHARACTER OF STORM
Astoria area, Clatsop County	13	Evening	[illegible]	[illegible]	0	0	4	0	Wind

A Pacific storm moving on shore in the Astoria area produced winds up to 58 miles per hour [illegible] about 3:00 p.m. A [illegible] River mouth lost a third of its lumber [illegible] during the storm.

PLACE	DATE	TIME - LOCAL STANDARD	LENGTH OF PATH (MILES)	WIDTH OF PATH (YARDS)	KILLED	INJURED	PROPERTY	CROPS	CHARACTER OF STORM
[illegible] area, Jackson County	21-[illegible]	[illegible]	15	*10	0	0	3	0	Wind

An increase in brisk southeasterly winds were first observed in [illegible] about 2,[illegible] of the area's 4,[illegible] customers between 7:00 p.m. and 8:30 p.m. High winds

OREGON (continued)

in the Medford area [illegible] tree damage occurring in [illegible]

PACIFIC

None reported

PENNSYLVANIA

PLACE	DATE	TIME - LOCAL STANDARD	LENGTH OF PATH (MILES)	WIDTH OF PATH (YARDS)	KILLED	INJURED	PROPERTY	CROPS	CHARACTER OF STORM
Erie County	[illegible]	Evening			0	0	4	[illegible]	Wind

Winds up to 55 m.p.h. [illegible] tree and [illegible] power [illegible]. [illegible] Presque Isle at Sunset Point near [illegible] pounded the shore and undermined the [illegible].

PUERTO RICO

None reported

RHODE ISLAND

PLACE	DATE	TIME - LOCAL STANDARD	LENGTH OF PATH (MILES)	WIDTH OF PATH (YARDS)	KILLED	INJURED	PROPERTY	CROPS	CHARACTER OF STORM
Northern half	30	8a.-10p.			0	[illegible]	5	0	Snow, [illegible]

Snow turning to freezing rain [illegible] number of traffic accidents [illegible] and a number of persons were injured.

SOUTH CAROLINA

PLACE	DATE	TIME - LOCAL STANDARD	LENGTH OF PATH (MILES)	WIDTH OF PATH (YARDS)	KILLED	INJURED	PROPERTY	CROPS	CHARACTER OF STORM
Statewide	3	Entire day			2	[illegible]	6	6	[illegible]

A heavy snow in the northwest caused many minor [illegible] accidents, some power outages and [illegible] damage. [illegible] and 500 feet of [illegible] due to weight of [illegible] persons were [illegible] neither was injured. [illegible] Keowee collapsed [illegible] of snow. The [illegible] of an auto dealer in [illegible] collapsed due to [illegible]. The roof of an auto [illegible] in Fountain Inn [illegible] weight of snow. Fortunately the roof came down [illegible] permit removal of several new cars without [illegible] roof of a building on an egg farm near [illegible] weight of snow. Equipment was damaged [illegible] chickens were killed.

Freezing rain through the center of the state [illegible] Aiken [illegible] and 3 or 4 [illegible] outages [illegible] lines [illegible] One [illegible] $3.4 million [illegible].

Rain, strong winds and high tides caused [illegible] Island and [illegible] water in a [illegible] high tide recede normally.

SOUTH DAKOTA

PLACE	DATE	TIME - LOCAL STANDARD	LENGTH OF PATH (MILES)	WIDTH OF PATH (YARDS)	KILLED	INJURED	PROPERTY	CROPS	CHARACTER OF STORM
North Central	3				0	0	0	0	Heavy snow

Heavy snow of 7 to 12 inches [illegible] the snow and caused [illegible] were reported in sheltered areas [illegible].

TENNESSEE

PLACE	DATE	TIME - LOCAL STANDARD	LENGTH OF PATH (MILES)	WIDTH OF PATH (YARDS)	KILLED	INJURED	PROPERTY	CROPS	CHARACTER OF STORM
East	3	a.m.			0	0	[illegible]	[illegible]	Snow

This snowfall [illegible] few exceptions, [illegible].

PLACE	DATE	TIME - LOCAL STANDARD	LENGTH OF PATH (MILES)	WIDTH OF PATH (YARDS)	KILLED	INJURED	PROPERTY	CROPS	CHARACTER OF STORM
Cookeville, Putnam County	6	5:30 a.			0	0	[illegible]	[illegible]	[illegible]

Strong, gusty winds [illegible] craft at the [illegible].

U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
IN COOPERATION WITH BAKER CHAMBER OF COMMERCE
CLIMATOGRAPHY OF THE UNITED STATES NO 20 - 35

LATITUDE 44° 47' N.
LONGITUDE 117° 50' W.
ELEV. (GROUND) 3,444 Feet

CLIMATOLOGICAL SUMMARY

MEANS AND EXTREMES FOR PERIOD OF RECORD Means: 1940-1969
Extremes: 1889-1969

Month	Temperature (°F) Means Daily maximum	Daily minimum	Monthly	Extremes Record highest	Record lowest	Mean degree days **	Precipitation Totals (Inches) Mean	Greatest daily	Snow, Sleet, Hail Mean	Maximum monthly	Greatest daily	Mean number of days Precipitation .10 inch or more	Temperatures Max. 90° and above	Max. 32° and below	Min. 32° and below	Min. 0° and below	Average Relative humidity 4:00 AM	Relative humidity 4:00 PM	[illegible]	[illegible]	[illegible]	[illegible]
(a)	30	30	30	81	81	30	30	81	30	81	81	30	30	30	30	30	13	13	10	10	10	
Jan	34.8	17.8	26.3	59	-23	1200	1.00	1.08	10.2	29.6	10.8	3	0	11	29	3	83	78	7.1	7.0	[illegible]	
Feb	41.4	22.8	32.1	65	-25	921	0.79	0.81	5.8	20.5	10.5	3	0	3	25	1	84	74	6.8	[illegible]	[illegible]	[illegible]
Mar	48.9	26.7	37.8	78	-12	843	0.92	3.00	3.5	15.0	6.0	3	0	1	25	*	80	53	6.7	[illegible]	[illegible]	[illegible]
Apr	59.2	32.0	45.6	85	7	532	0.81	1.06	1.3	8.6	6.0	3	0	0	16	0	76	46	5.8	[illegible]	[illegible]	[illegible]
May	67.6	38.7	53.2	95	15	366	1.58	1.80	0.2	1.8	1.4	4	*	0	5	0	76	47	5.5	7.5	[illegible]	[illegible]
Jun	74.4	44.7	59.6	101	26	162	1.49	1.54	T	0.4	0.4	4	2	0	*	0	80	40	5.0	6.7	[illegible]	[illegible]
Jul	85.4	49.4	67.7	104	33	25	0.48	1.16				2	10	0	0	0	60	36	1.9	5.9	[illegible]	[illegible]
Aug	83.4	46.3	64.9	101	31	88	0.52	1.30				2	9	0	*	0	70	36	3.4	5.4	[illegible]	[illegible]
Sep	75.9	41.8	58.9	99	16	183	0.58	1.73	T	1.7	1.1	2	3	0	2	0	73	40	3.1	[illegible]	[illegible]	[illegible]
Oct	62.6	34.3	48.5	87	12	512	0.77	1.27	0.2	4.6	4.6	2	0	0	12	0	78	51	4.6	[illegible]	[illegible]	[illegible]
Nov	46.2	27.0	36.6	71	-16	852	1.10	1.08	3.9	16.4	9.0	4	0	1	22	*	83	67	6.3	5.7	[illegible]	[illegible]
Dec	37.4	21.4	29.4	60	-24	1104	1.21	1.42	6.2	21.3	14.3	4	0	7	28	1	86	78	7.6	[illegible]	[illegible]	[illegible]
Year	59.8	33.6	46.7	104	-25	6838	11.25	3.00	31.3	29.6	14.3	36	24	23	164	5	78	55	5.3	6.5	[illegible]	[illegible]

(a) Average length of record, years.

T Trace, an amount too small to measure.

** Base 65°

+ Also on later dates, months or years.

* Less than one half.

# Based on hourly observations.

CLIMATE OF BAKER, OREGON

Baker, the county seat of Baker County, is located in the northeastern section of Oregon only 36 miles west of the Idaho-Oregon boundary and 65 miles south of the Washington-Oregon boundary. Baker lies at the south end of the oval-shaped Baker Valley which varies from 5 to 10 miles in width and extends 17 miles to the northwest. The valley is drained northward by the Powder River which is joined by Sutton Creek at the south edge of Baker as the two streams emerge from the foothills. This relatively flat valley rises sharply into the grass covered foothills to elevations 600-1,200 feet above the valley floor within 6 to 10 miles. These barren foothills are dominated by forested mountains and peaks on the west and east sides of the valley which rise to elevations of 5,200 to 6,500 feet. Major peaks in the Blue Mountains to the west and north and the Wallowa Mountains to the northeast range from 8,000 to 10,000 feet above mean sea level.

Normal air movement from the west provides predominately marine air masses across the Baker area but only after being greatly modified by passing over the Coast and Cascade ranges and the Blue Mountains. The Rocky Mountains to the east are another efficient climatic control that helps regulate this areas weather. Less frequent invasions of more continental air masses arrive from inland western Canada across eastern Washington or from the Great Basin to the southeast, which on occasion affect this area.

The climate of Baker is typical of the plateau region of eastern Oregon, Washington, and western Idaho which provides well-defined seasonal characteristics and gradual change between seasons. The winters are rather cold and cloudy but do experience relatively light winds. Snow accounts for 75 percent of the winter moisture and becomes an operational hazard in only one winter out of three. Although cloudiness decreases in spring, precipitation shows a sharp increase and reaches a maximum in May. Higher wind conditions in spring are at a maximum in April. Driest weather occurs in summer with a maximum of possible sunshine furnishing hottest weather in July. The greatest number of clear, sunny days of summer are eased by low afternoon relative humidity and cool nights. These sunny, dry conditions continue into late fall normally allowing for full maturity of crops and completion of harvesting activities.

Temperature records at Baker for the past 81 years show that extremes have ranged from 25° below zero to 104° above. One-half of the years will produce winter lows at least down to 9° below zero while summers will reach at least 98° above. Annual extremes which have been observed are shown graphically on the reverse side. Large variation is noted from year to year in monthly average temperatures. January has ranged from 7.4° in 1949 to 37.8° in 1953 while July with less variation has only ranged from 62.0° in 1912 to [illegible] in 1939. The warm summer days are aided by cool nights which usually lower into the 40's. The daily range of temperature normally varies from 31 to 37 degrees during the summer months and from 16 to 19 degrees during the winter. The colder winters occurred in 1928-29 and 1932-33 with the most severe in 1948-49 when [illegible] temperatures hit zero or below on 24 days. The 122-day growing season for Baker is based on the average date of last 32° or [illegible] temperature in spring and that of the first occurrence in fall. [illegible] freezes have occurred as late as June 17 in 1895 and [illegible] as early as August 30 in 1912. The Baker airport has [illegible] dates as late as June 30 in 1949 and as early as August [illegible] in [illegible].

STATISTICAL LIKELIHOOD (IN PERCENT) THAT VAR[illegible]
TEMPERATURES WILL OCCUR IN SPRING AFTER DATE [illegible]

Temp.	90%	80%	70%	60%	50%	40%	30%	
32°	5/10	5/15	5/18	5/21	5/24	5/27	5/30	[illegible]
28°	4/17	4/21	4/25	4/27	4/30	5/3	5/6	[illegible]
24°	4/1	4/6	4/10	4/13	4/15	[illegible]	[illegible]	[illegible]

STATISTICAL LIKELIHOOD (IN PERCENT) THAT [illegible]
TEMPERATURES WILL OCCUR IN FALL BEFORE [illegible]

Temp.	10%	20%	30%	40%	50%	60%		
32°	9/10	9/15	9/18	9/20	9/23	9/25	[illegible]	[illegible]
28°	9/16	9/22	9/27	10/1	10/5	10/9	10/13	[illegible]
24°	10/6	10/12	10/17	10/21	10/25	10/28	11/2	11/6

The annual rainfall of 11.25 inches at Baker is fairly well dis[illegible] during the months with sunny, haying weather available from July [illegible] September. About 27% of the precipitation falls in winter, 29% [illegible] spring, 22% in summer, and also fall. Individual years have [illegible] 6.30 inches in 1924 to 18.76 inches in 1957. Monthly totals of [illegible] or more have occurred in one year out of 12. March 1967 was th[illegible] observed month with 5.98 inches of moisture. Seasonal snowfa[illegible] varied from 14 to 72 inches with totals of 50 inches or more [illegible] in one year out of six. Maximum snow depths will average 10 to [illegible] inches in one year out of five.

The Baker area experiences an annual lake evaporation of 33 inches [illegible] 81% of this loss occurring from May through October. Baker can [illegible] 124 clear days a year with another 87 days partly cloudy. Most of the 136 cloudy days occur in the winter months. The definite seasons provide the Baker area with a stimulating climate favorable to the va[illegible] economic pursuits. The extensive grazing land and valley hay acreage promotes cattle raising as the major industry. Other pursuits inclu[illegible] timber products, general agriculture, and tourism. The numerous [illegible] mountains attract many visitors to their ski slopes, State parks, [illegible] recreational areas.

Stanley G. Holbrook, NOAA Climatologist for Oregon
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AVERAGE TEMPERATURE

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	An
1900	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1901	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1902	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1903	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1904	[illegible]	[illegible]	[illegible]	47.4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1905	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1906	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1907	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1908	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1909	30.3	34.0	40.8	41.4	65.0	59.8	63.4	63.6	58.0	46.9	36.6	19.7	46.7
1910	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1911	[illegible]	[illegible]	30.1	42.4	47.4	60.2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1912	[illegible]	31.2	34.7	43.4	50.8	59.8	62.0	30.7	57.0	47.1	38.8	27.1	44.0
1913	[illegible]	23.0	32.8	40.3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	37.6	27.1	[illegible]
1914	32.0	27.4	42.0	40.3	51.8	55.3	[illegible]	64.4	54.4	44.4	38.8	20.8	46.3
1915	23.7	30.2	43.3	49.6	49.8	55.2	63.1	71.1	54.8	49.2	32.4	26.0	46.1
1916	16.2	31.4	34.8	45.3	49.8	55.7	67.4	67.6	55.8	[illegible]	31.2	27.6	43.0
1917	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	43.2	40.4	32.0	41.8
1918	26.8	20.6	39.0	43.0	48.3	65.6	66.1	61.2	50.8	49.8	35.0	25.8	44.0
1919	20.6	25.0	38.1	40.8	51.8	58.0	64.4	67.8	58.4	40.0	33.5	19.2	43.0
1920	24.0	33.6	36.8	40.5	49.0	56.7	68.4	[illegible]	55.8	41.0	30.4	[illegible]	45.1
1921	[illegible]	28.0	31.0	41.5	[illegible]	[illegible]	69.0	[illegible]	[illegible]	[illegible]	[illegible]	30.6	46.0
1922	11.4	24.6	31.6	40.6	50.2	[illegible]	67.8	67.2	[illegible]	[illegible]	31.4	21.3	41.0
1923	20.8	[illegible]	[illegible]	44.1	50.7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	38.6	[illegible]	45.5
1924	21.4	37.4	35.2	44.3	57.7	59.5	68.8	64.4	58.0	47.4	38.2	18.0	45.5
1925	29.4	37.0	[illegible]	47.4	53.7	60.6	73.4	[illegible]	58.4	45.8	35.0	20.2	47.5
1926	[illegible]	37.1	41.0	51.0	51.8	62.2	[illegible]	[illegible]	51.7	48.2	40.6	25.8	47.3
1927	28.8	34.3	37.2	42.8	49.7	59.4	60.3	64.8	53.8	48.2	40.3	20.4	45.3
1928	25.6	26.7	39.8	41.9	56.8	58.4	68.0	63.0	58.0	47.3	37.2	23.8	45.8
1929	18.0	20.8	37.4	40.2	51.9	57.4	67.1	68.4	53.3	46.8	33.8	34.8	44.2
1930	12.6	34.8	40.6	49.4	50.8	54.7	68.0	68.8	57.2	43.8	38.8	21.0	44.8
1931	28.4	[illegible]	[illegible]	45.0	51.7	[illegible]	70.0	68.6	55.8	47.4	31.0	23.4	45.0
1932	20.7	23.3	38.4	45.0	51.2	[illegible]	61.0	63.4	57.8	47.4	39.4	20.9	41.2
1933	22.7	17.3	31.9	40.1	47.6	[illegible]	58.2	62.8	54.2	51.8	38.2	37.4	45.2
1934	35.6	40.0	45.6	52.3	54.0	59.3	67.6	69.2	55.6	[illegible]	[illegible]	28.2	50.2
1935	27.7	31.8	33.8	42.9	50.4	58.8	68.8	65.4	61.4	48.4	31.0	28.1	45.4
1936	20.3	20.3	35.1	46.1	[illegible]	[illegible]	67.4	65.0	56.9	50.8	31.2	30.4	46.7
1937	[illegible]	26.2	[illegible]	47.2	[illegible]	63.9	67.1	64.0	60.2	52.1	41.4	34.7	46.2
1938	[illegible]	33.9	37.6	48.8	[illegible]	61.8	[illegible]	61.4	60.4	47.0	31.6	30.2	47.7
1939	30.0	28.3	39.7	45.4	55.6	56.4	69.0	68.4	58.8	47.7	39.2	36.0	47.9
1940	20.8	33.6	41.8	46.0	56.0	63.7	68.7	68.4	59.4	50.0	32.0	33.2	48.7
1941	32.4	35.0	42.4	46.2	53.0	58.0	68.4	64.8	52.0	45.9	39.0	31.8	47.5
1942	23.6	28.2	36.8	46.8	44.4	58.6	67.8	65.7	59.4	49.2	36.0	29.6	43.8
1943	21.6	32.2	30.4	47.8	47.8	54.2	68.8	63.3	62.0	48.4	36.0	30.3	45.8
1944	24.0	30.3	33.0	41.4	53.2	58.0	63.4	64.0	59.0	54.0	34.0	27.2	46.7
1945	24.2	34.0	36.8	42.2	52.4	55.3	66.4	66.5	63.0	50.3	33.8	27.8	46.1
1946	23.9	29.2	39.2	47.2	[illegible]	57.0	67.0	60.0	55.2	41.0	34.3	32.8	45.8
1947	21.6	34.2	41.8	46.0	58.8	60.0	68.0	64.6	58.4	50.4	34.0	29.4	47.0
1948	20.0	29.0	34.8	42.8	50.8	62.2	63.4	63.2	58.6	47.6	33.3	20.0	44.4
1949	7.4	27.6	39.2	46.0	55.9	58.6	68.8	67.8	60.4	42.8	43.0	28.8	45.4
1950	18.1	31.3	35.7	42.3	48.3	57.6	65.9	66.9	58.2	50.0	38.7	35.1	45.9
1951	25.3	31.2	32.9	46.6	52.3	57.3	68.9	65.7	59.6	45.5	33.7	24.2	45.5

TOTAL PRECIPITATION

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Annual
1900	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1901	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1902	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1903	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1904	0.85	2.10	1.83	1.07	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1905	1.47	0.41	[illegible]	1.20	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1906	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1907	1.02	1.22	0.47	0.97	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1908	0.30	0.30	5.87	0.83	1.61	0.86	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1909	1.61	1.33	0.86	0.28	1.47	1.04	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1910	0.33	0.10	2.31	0.51	1.31	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1911	[illegible]	0.35	0.11	0.88	1.47	[illegible]	0.01	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1912	1.07	0.98	1.03	1.05	1.70	1.84	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1913	1.35	0.37	1.60	1.00	1.10	1.78	0.47	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1914	1.73	0.94	0.33	2.01	0.87	1.57	0.71	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1915	0.73	1.17	1.23	1.59	3.18	0.45	[illegible]	T	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1916	0.43	1.01	0.89	0.85	[illegible]	1.43	1.41	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1917	1.35	1.06	0.74	1.59	4.71	6.23	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1918	1.93	0.43	0.62	0.38	0.02	0.19	1.12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1919	0.62	1.50	8.71	0.07	0.10	T	T	[illegible]	0.20	0.27	[illegible]	[illegible]	[illegible]
1920	0.10	0.01	[illegible]	0.38	1.27	0.70	0.32	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1921	2.21	1.35	0.50	0.60	[illegible]	0.81	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1922	0.61	0.87	1.01	0.71	0.41	[illegible]	0.81	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1923	0.80	0.33	0.36	1.75	1.50	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1924	0.34	1.23	0.37	0.34	0.29	6.37	0.04	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1925	1.07	0.07	0.58	1.10	1.42	0.76	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1926	0.41	1.19	0.01	0.57	0.34	0.53	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1927	0.96	0.72	0.41	0.61	1.09	1.80	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1928	1.02	0.30	0.86	0.80	9.18	1.46	0.43	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1929	1.08	0.15	0.47	1.12	0.50	1.01	[illegible]	0.23	[illegible]	0.15	0.10	[illegible]	[illegible]
1930	0.86	0.74	0.17	1.71	1.74	0.86	0.05	1.16	0.73	[illegible]	[illegible]	[illegible]	[illegible]
1931	1.65	0.51	1.93	0.81	0.78	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1932	1.35	1.48	1.74	0.53	1.06	0.43	0.33	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1933	1.91	1.33	1.09	1.01	1.59	1.70	T	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1934	0.70	0.57	0.55	1.34	0.45	2.76	0.01	0.01	0.29	[illegible]	[illegible]	[illegible]	[illegible]
1935	0.27	0.49	0.34	2.08	0.63	0.53	0.26	[illegible]	T	[illegible]	[illegible]	[illegible]	[illegible]
1936	2.44	1.64	0.38	1.15	0.67	1.60	0.40	[illegible]	[illegible]	[illegible]	T	[illegible]	[illegible]
1937	1.32	0.88	1.23	0.70	0.01	0.97	0.27	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1938	0.53	1.51	1.13	0.56	0.53	0.71	0.70	0.75	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1939	0.32	0.61	0.36	0.29	[illegible]	0.60	0.59	0.04	[illegible]	[illegible]	T	[illegible]	[illegible]
1940	1.79	1.81	1.02	0.85	0.38	0.68	0.37	T	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1941	0.69	1.31	0.01	1.33	1.01	[illegible]	[illegible]	1.31	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1942	1.04	0.83	0.47	1.33	3.61	[illegible]	[illegible]	0.22	0.34	[illegible]	[illegible]	[illegible]	[illegible]
1943	1.59	0.40	0.38	1.97	0.51	2.41	0.47	[illegible]	T	[illegible]	[illegible]	[illegible]	[illegible]
1944	0.32	0.82	0.32	0.53	1.24	2.49	[illegible]	T	0.39	[illegible]	[illegible]	[illegible]	[illegible]
1945	[illegible]	1.18	0.58	0.25	2.09	[illegible]	0.13	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1946	0.83	0.58	0.01	0.44	2.64	0.84	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1947	0.74	0.32	0.75	0.74	0.51	1.72	0.05	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1948	0.76	1.28	[illegible]	1.52	1.83	1.09	0.70	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1949	0.30	1.20	0.51	0.82	1.31	0.14	0.31	0.28	0.42	0.27	[illegible]	[illegible]	[illegible]
1950	1.20	0.36	1.04	0.59	0.32	2.37	0.42	0.14	0.12	0.19	[illegible]	[illegible]	[illegible]
1951	1.18	0.82	1.32	0.87	0.97	0.54	0.22	0.48	0.06	[illegible]	[illegible]	[illegible]	[illegible]

MONTHLY AND SEASONAL SNOWFALL

Season	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total
1899-1900	0	0	0	4.6	0	13.5	2.8	5.2	2.2	4.7	0	0	37.7
1900-01	0	0	0	0.1	7.3	4.2	5.6	3.2	4.8	2.6	0	0.3	28.1
1901-02	0	0	0	0	0.3	7.8	5.0	6.2	7.7	T	0	0	28.9
1902-03	0	0	0	0	3.8	19.4	6.7	2.8	3.7	0.3	T	0	36.8
1903-04	0	0	0	0	8.8	5.1	6.3	13.5	7.8	T	0	T	42.8
1904-05	0	0	0	0	0	10.1	7.7	2.1	5.8	0	0.4	0	26.4
1905-06	0	0	0	3.0	-	-	14.8	5.3	13.8	0	0.1	0	-
1906-07	0	0	0	0.5	6.2	10.1	17.7	5.4	7.8	4.9	0	0	55.4
1907-08	0	0	0	0	1.4	13.3	3.9	3.0	7.1	2.5	0.1	T	31.3
1908-09	0	0	0	0.1	1.3	5.8	12.1	10.3	7.8	2.1	0.8	0	43.2
1909-10	0	0	0	0.3	3.5	23.3	-	-	-	-	-	-	-
1910-11	-	-	-	-	-	-	-	-	T	2.6	1.0	0	-
1911-12	0	0	0	T	8.0	11.8	20.7	5.1	11.3	1.2	T	0	58.1
1912-13	0	0	0	0.4	0.2	14.1	22.4	5.1	11.0	1.7	0	0	54.9
1913-14	0	0	0	0.7	3.6	14.7	14.3	8.2	0.5	0.2	0	0.4	41.8
1914-15	0	0	T	0	0.7	4.8	7.4	2.0	0.8	1.4	T	0	16.7
1915-16	0	0	0	0	14.4	21.9	10.4	15.8	5.7	T	1.4	0	71.8
1916-17	0	0	0	T	2.0	11.9	13.5	8.4	4.7	0.8	T	T	41.3
1917-18	0	0	0	0.7	1.3	0.3	15.1	1.4	2.6	T	T	0	23.0
1918-19	0	0	0	0	3.0	2.2	0.3	11.5	2.5	T	T	0	21.5
1919-20	0	0	0	2.0	5.0	7.8	0.8	0.4	4.7	3.4	T	0	24.3
1920-21	0	0	0	0	T	6.3	14.2	17.8	1.2	2.0	0	0	41.8
1921-22	0	0	0	0	6.6	8.8	10.1	11.3	[illegible]	0.6	T	0	42.3
1922-23	0	0	0	0	T	12.3	3.9	7.7	3.3	T	T	0	27.2
1923-24	0	0	0	0	T	10.8	5.2	1.4	2.9	T	0.1	0	20.4
1924-25	0	0	0	0.0	0.8	13.1	12.9	1.2	3.1	T	0	0	33.5
1925-26	0	0	0	0	0	10.4	5.2	4.7	T	2.0	0	0	22.3
1926-27	0	0	0	0	T	17.3	8.8	3.6	1.5	1.3	T	0	33.0
1927-28	0	0	0	0	4.3	13.6	11.0	4.6	3.9	2.5	0	0	39.9
1928-29	0	0	0	T	0.7	[illegible]	29.6	2.2	1.3	2.0	0	0	42.2

Season	July	Aug.	Sept.	Oct.	Nov	Dec.	Jan	Feb	Mar	Apr	May	June	Total
1929-30	0	0	0	T	0.7	[illegible]	16.7	3.5	0.2	0	[illegible]	[illegible]	[illegible]
1930-31	0	0	0	T	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1931-32	0	0	0	0.1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1932-33	0	0	0	0.3	[illegible]	13.5	[illegible]	[illegible]	3.7	[illegible]	[illegible]	[illegible]	[illegible]
1933-34	0	0	0.7	T	1.5	0.5	0.8	0.4	T	[illegible]	[illegible]	[illegible]	[illegible]
1934-35	0	0	1.7	T	6.2	11.4	2.7	4.0	[illegible]	[illegible]	T	[illegible]	[illegible]
1935-36	0	0	0	3.0	2.6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1936-37	0	0	T	T	0.4	1.5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1937-38	0	0	0	0	T	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1938-39	0	0	0	T	3.3	2.8	8.4	[illegible]	[illegible]	[illegible]	0	[illegible]	[illegible]
1939-40	0	0	0	1.8	0	2.8	[illegible]	[illegible]	[illegible]	0.1	[illegible]	[illegible]	[illegible]
1940-41	0	0	0	0	5.6	0.2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1941-42	0	0	0	0	[illegible]	9.9	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1942-43	0	0	0	T	10.8	14.9	[illegible]	8.3	2.4	[illegible]	[illegible]	[illegible]	[illegible]
1943-44	0	0	0	0.3	T	2.0	[illegible]	8.9	4.0	3.6	[illegible]	[illegible]	[illegible]
1944-45	0	0	0	0	3.3	3.8	[illegible]	4.7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1945-46	0	0	0	T	12.8	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1946-47	0	0	0	0.4	8.1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1947-48	0	0	0	0	11.0	[illegible]	[illegible]	[illegible]	13.0	8.3	[illegible]	[illegible]	[illegible]
1948-49	0	0	0	T	7.8	27.4	[illegible]	17.2	T	T	T	[illegible]	[illegible]
1949-50	T	0	0	T	0	[illegible]	[illegible]	[illegible]	6.0	[illegible]	[illegible]	T	[illegible]
1950-51	0	0	0	0	2.6	[illegible]	14.3	10.8	13.5	T	[illegible]	[illegible]	[illegible]
1951	0	0	0	1.0	4.3	12.3							

REFERENCE NOTES

Unless otherwise indicated, dimensional units used in this bulletin are: temperature in degrees F.; precipitation and snowfall in inches; wind movement in miles per hour; and relative humidity in percent.

Sky cover is based on 0 for no clouds or obstructions to 10 for complete sky cover. Degree days are based on daily average temperatures of 65° F. Sleet and hail were included in snowfall totals, beginning with July, 1948.

Data for earlier years may be obtained by contacting Weather Bureau Office for which this summary was issued.

Heavy Fog in the Means and Extremes Table also includes data referred to at various times in the past as "Dense" or "Thick".

The upper visibility limit for heavy fog is 1/4 mile.

Below zero temperatures are preceded by a minus sign.

- * Less than one half.
- - No record.
- • Also on later dates, months, or years.
- T Trace, an amount too small to measure

Sale Price: 10 cents per copy. Checks and money orders should be made payable to the Treasurer of the [illegible]. Remittances and correspondence regarding [illegible] to Superintendent of Documents, Government Printing Office, Washington 25, D.C.

Continued

SNOWFALL AND SNOW ON GROUND

NORTH CENTRAL

CONDON

HART MOUNTAIN REFUGE

KLAMATH FALLS 2 SSW

SNOWFALL

SN ON GND

See Reference Notes Following Station Index

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE [illegible]

TO [illegible]

FROM [illegible]
[illegible] of Highways

SUBJECT [illegible]

[illegible]

STATE COPY 6-1P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 6-27-7A

FEDERAL HIGHWAY

Section Powder River - Baldock Slough

Date May 31, 19

Highway Old Oregon Trail

F.A.P. No. I-80N-7(33)

County Baker

Prefix 601-1073

Account No. 601

Description of Work To Be Done:

Painting of traffic lines on 7.08 miles of project plus the painting of traffic lines in the Baker Valley Rest Area.

Location by Station Numbers:

Stations 1438 to 1812

Estimate of Quantities and Costs: .... $ 531.00

Case 2, 4" skip line, 7.08 miles X 2 @ $37.50/mi. $1600.08

Case 6, 3" solid shoulder, 7.08 miles X 4 @ $56.50/mi. .... $ 65.54

Case 6, 3" solid shoulder in Rest Area 1.16 mi. @ $56.50/mi. .... $ 5.25

Case 2, 4" skip line in Rest Area 0.14 mi. @ $37.50/mi. .... $ 316.00

Case 8, Pavement Legend, 3 man crew for 8 hours @ $39.50/hr. .... $ 632.00

Case 8, Parking guides, 3 man crew for 16 hours @ $39.50/hr.

Total Cost $3149.87

Monies provided in Authorization for permanent striping .... $ 2500.00

.... $ 649.87

Additional Cost to Project ....

Remarks:

State forces are better equipped to do this work.

Work has not started.

[illegible]	Project authorization	$5,750,940
	Present estimate of project cost, including $3,149.87 for work under this order	$5,535,[illegible]
	Expected under-run (amount)	$215,[illegible]
	Expected under-run (per cent)	3.7[illegible]

Submitted by .... Engineer

Approval Recommended:

Approved:

3-5-76

[illegible]

To: [illegible]

From: [illegible]

Subject: [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

FOR FILING

OREGON STATE HIGHWAY DIVISION
INTERDEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 14, 1972

TO W. E. [illegible]
[illegible] Engineer

FROM C. T. [illegible]
Construction Engineer

SUBJECT Baker Valley Safety Rest Area
Powder River-Baldock Slough Section
Old Oregon Trail Highway

The Landscape Unit advises that the irrigation of tree planting areas in the Plaza Area of the westbound unit was overlooked in the current project.

It is essential that provision be made for irrigation prior to paving the Plaza Area and they have prepared a plan for installation of conduit for an "emitter" system which drips at the rate of one gallon per hour at each tree planting area in lieu of swap valves which would require hand watering the trees with a hose. This system has apparently been very successful.

It is proposed to install 1-1/2"PVC Pipe, Class 160, as conduit for this system as indicated on the attached plan sheets. This material is already included as a bid item under the present contract.

Please negotiate an extension of this bid item and submit a Price Agreement to cover the change.

CTK:fw
Attach.
cc: A. E. Johnson
Roy [illegible]

NOTED
E. R. [illegible]

NOTED
A. E. JOHNSON

RECEIVED
APR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7516

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1972

SUBJECT: Baker Valley Rest Area
Powder River-Baldock Slough Section
Contract No. 7516

To:

Mr. W. E. Schwartz
Region Engineer
State Highway Division
P. O. Box [illegible]0
LaGrande, Oregon 97850

The stain system specified and used on the external wood portions of the subject rest area buildings was designed by the architects to give a weathered effect from the outset.

This appears from the photographs submitted to have been achieved and as indicated in Mr. Johnson's letter of March 30, a copy of which was sent to you, it has been decided that no further paint will be applied at this time.

C. T. Keasey
Construction Engineer

NOTED
A. E. [illegible]

CTK:fw

cc A. E. Johnson

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LLW

This was discussed with A.A.R. 3-28-72 and he had no objections. Said was a matter of personal preference.

Item was discussed by telephone with A.E.J. and he requested a letter of our intent. He had not seen the job site, just pictures. He is willing to go with Dan's design. RSC

OREGON STATE HIGHWAY DIVISION

Made by .... , 19 .. Checked by .... 19 ... Backchecked by

A.E. Johnson

The finish obtained on the plywood siding at Baker Valley Safety Rest Area (based on accompanying photos) is the finish the designers desired; a transparent stain letting the grain of the wood show through.

Additional coats of stain will not contribute much to the protection of the wood but will make the finish more opaque and more uniform in color.

On the basis of the photographs presented, the designers do not recommend any additional coats of stain or variance from the origional painting schedule.

As for the difference between Olympic, Semi-transparent Stains and Rez Double tone stain - Rez is the more heavily pigmented. However pigment has little to do with wood protection when it comes to penitrating stains

L.L. Wallace
Bridge.

E.D.H.

D.O.P. NOTED

MAR 32
MAR 32

Bm → Looking

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 16, 1972

SUBJECT:
Additional Painting
Baker Valley Rest Area
Powder River-Baldock Slough Section
Old Oregon Trail Highway
Contract No. 7516

To: Mr. A. E. Johnson
Assistant State Highway Engineer

S A L E M

Attached is a report from Resident Engineer Ed Payton together with pictures regarding the paint job at the above rest area. The report compares the paint system with the paint system at the Weatherby Rest Area which you saw last week. The pictures show how the "one coat" system has covered at Baker.

For your information, FHWA Area Engineer R. A. Nichols approves of the additional cost and indicates they will participate in the cost.

W. E. Schwartz
Regional Engineer

WES:sh
Attachments

NOTED
W. J. HART

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MAR 17 1972
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NOTED
D. O. Christensen

RECEIVED
MAR 28 1972
[illegible]

FORM [illegible]

CEE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon
March 15, 1972

☐ RDE

MAR 16 1972
RECEIVED
REGIONAL OFFICE

To: [illegible]
Region Engineer
Region 5
La Grande, Oregon

SUBJECT: Paint
Baker Valley Rest Area
Powder R.-Baldock Sl. Sect.
Old Oregon Trail
Contract 7516

Enclosed please find a comparision for paint requirements, as per special provisions, for both Weatherby Rest Area and Baker Valley Rest Area. Also, enclosed are 7 pictures of facilities at Baker Valley Rest Area that need an additional coat of paint. See also [illegible]

The painting at Weatherby Rest Area, which you observed, has one additional coat to be applied. The "Rez" Double Tone used at Weatherby covers better and its final appearance is superior to the Olympic Stain [illegible] semi-transparent called for in the specifications at Baker Valley Rest Area.

In the picture of the siding on the Water Control Building, the stain was applied by spray gun, and the stain in the picture of the siding of the eastbound Toilet Building was applied by brush.

D.W. Greene
Resident Engr.

C E Payton
by: C.E. Payton
Res. Bridge Engr.

cc: Greene
file

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MAR 28 1972
BRIDGE DIVISION

ITEM	Baker Valley	Weatherby
[illegible]	(1 coat) "Rez" Double Tone Stain Olive Black 77-260	2 coats Rez Double Tone Stain
[illegible]	"	2 coats Rez Double Tone Stain Charwood 77-246
[illegible] steps	"	"
[illegible] and steps	"	"
[illegible] sills	"	"
[illegible] beams and columns	"	2 coats Olympic #709 Stain
[illegible] supports	Semi Gloss Enamel to match Olive Black 2 coats & primer	2 coats & primer
[illegible] ventilator window mullions	"	Does not apply
Gutter, downspouts & flashing	"	2 coats
Exposed ceiling wood-decking	1 coat "Rez" Stain (Driftwood) 77-12 plus 1 coat ofsatin wood "Rez" on interior ceiling	2 coats Rez Double Tone Stain "Adobe" 77-240
Glu-Lam beams	1 coat "Rez" color tone stain (Firgreen) 77-23 plus 1 coat of Satinwood "Rez" on interior beams	2 coats "Rez" Double Tone Stain "Rustic Brown" 77-247
Plywood siding	1 coat Olympic Stain #906 semi-transparent	Not applicable
Sunshelter wood screens and roof screen	"	2 coats Olympic #709
Wood doors	2 coats plus 1 coat primer sealer, Fuller semi-gloss enamel A180 "Profundo"	1 coat Finish Coat Satinwood "Rez"
[illegible]	2 coats "Pratt & Lambert" Varmor Gloss	2 coats (clear)

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MAR 28 1972
BRIDGE DIVISION

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MAR 16 1972
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7516

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 7, 1972
Salem, Oregon

SUBJECT:

Powder River-Baldock Slough Section
Old Oregon Trail Highway
Baker County
Contract 7516

To:

Mr. C. O. Fredrickson
Region Bridge Engineer
Region 5
LaGrande

Regarding your letter of February 28, 1972, and confirming our recent telephone converstations, the use of Firestone "Rub-R-Road" deck membrane waterproofing with a two inch class 'B' asphalt concrete overlay for wearing surface is approved for use on the Baldock Slough Bridges Nos. 9507 and 9507A. These installations shall be made in accordance with the manufacturers suggested specifications, copies enclosed, modified to use the class 'B' asphalt concrete overlay.

Please initiate either a Price Agreement or Extra Work Order to have this work done by the contractor. Inform the contractor that a manufacturer's representative will be required to be on the jobsite during this installation.

Prior approval of the Federal Highway Administration has been received from Herb Schell as of March 7, 1972. A copy of the partially completed half-slip is enclosed.

There has been some discussion as to whether or not pressure from wheel traffic may force the corners of larger aggregate in the asphalt concrete down through the membrane over a period of time lessening the effectiveness of the waterproofing. Since these are small structures, and no real damage can be done if such a condition does occur, investigation of the effectiveness of this installation after the structures have been under traffic for some time may provide information pertinent to future similar waterproofing installations.

Your comments, reports and suggestions for this and similar work will be appreciated.

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. [illegible]

J[illegible]/ag
Encl.
cc: H. A. Schell
A. E. Johnson
W. J. Hart
L. L. Wallace

NOTED
E. S. HUNTER

RECEIVED
MAR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form [illegible]

STATE COPY G-1P

agreement required

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date ~~February 25~~ 4-16-72

Project Name Powder River - Baldock Slough

Contract No. 7516

Highway Old Oregon Trail

Prefix 601-1073

County Baker

F. A. Project No. I-80N-7(33)299

Contractor Babler Bros., Inc.

Order No. 7

Address 4617 S.E. Milwaukie Ave., Portland, 97202

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Transportation of State salvage steel piling from Bridge No. 9802 to Bridge No. 9803

D Const 4-13-72

NOTED
A. E. JOHNSON

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STATE HIGHWAY ENGINEER

Location by station numbers:

Bridge No. 9803, Sta. 1735+92.78

Estimate of quantities and cost:

Labor = $ 96.59
Equip. = $105.83
Lump Sum Total = $202.42

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This additional piling was necessitated by piling in Bent 2 footing 8 driving to a deeper elevation than estimated. Payment per OSHD Standard Specifications for Highway Construction, 1970

INSTRUCTIONS: A single order should not [illegible] of work or more [illegible] job

[illegible] of the order to Salem. [illegible] to the contractor, one to the [illegible] Engineer and one to the resident [illegible]

Project authorization . . . . $ 5,730,940.1

Present estimate of project cost, including $ 202.42 for work under this order $ 5,511,918.3

Expected under-run / over-run amount Under-run . $ 219,021.7

Expected under-run / over-run per cent Under-run . 3.82 %

[illegible] by: [illegible] Resident Engineer

Approval Recommended: [illegible] Division Engineer

Approval Recommended: [illegible]

Approved [illegible]

RECEIVED
MAR 1 - 19
FOR FILING

OREGON STATE
HIGHWAY DIVISION

I-80N-7(33)289

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

7516

February 25, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Design Approval
Baker Valley Safety Rest Area
(Landscape)
Project I-80N-7(--)295
Old Oregon Trail Hwy. Baker Co.

Dear Sir:

We hereby request your concurrence that design approval for the subject "Landscape Project" was included as part of the overall design for Project I-80N-7(33)289, "Powder River-Baldock Slough Section", for which design approval was granted by the Federal Highway Administration under memorandum of May 13, 1969.

The proposed landscape project is stage construction required to complete the subject safety rest area being constructed under said Project I-80N-7(33)289 which is presently under contract. The applicable landscape work will contribute to the attractive functional design of the safety rest area and consists of planting trees, shrubs, vines, lawns and installation of an irrigation system, together with other related work incidental to the completion of the planting operation.

We further request your concurrence that the requirements of IM 50-1-70 and PPM 20-8 were fulfilled for this landscape project under Project I-80N7(33)289 and that no further action is required.

We also request your concurrence that an environmental statement for this project is not required, under the provisions of PPM 90-1, inasmuch as design approval is considered to have been given prior to January 1, 1970.

Very truly yours,

NOTED
E. S. HUNTER

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
L. H. YOUNG

L. H. Young
Programing Engineer

RECEIVED
FEB 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

JG:dg

bc E. S. Hunter
F. L. Hall
R. D. Asburry
R. N. Chase
B. L. Gifford

[illegible] GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRA[illegible]
FEDERAL HIGHWAY ADMINI[illegible]
Box 300
Salem OR 97308

DATE: December 17, 1971

In reply refer to: 08-35-3/720.1
722.21

TO : [illegible] R. L. Porter, State Highway Engineer
[illegible], Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon HPR 1(9)
Permanent Automatic Traffic Recorder - I-80N

Your November 9 letter requested authorization to install a new traffic recorder on I-80N in Baker County. We agree with you that it would be desirable to install a new recorder on the freeway as well as maintain the existing one. However, we would suggest that the existing recorder be removed when the effect of the freeway on traffic on this corridor has been analyzed.

Our December 11, 1970, memorandum approving a new recorder station on I-205 indicated our concern with the large number of permanent traffic recorders in Oregon and the associated cost to operate and maintain them. We requested that your staff analyze the existing traffic counting program in Oregon and the need to continue operation of all the existing counters. A recent HPR review by your staff and mine showed that to date no action has been initiated to undertake this review.

I would again request that your staff begin this study as soon as possible. Since this is a continuing project any reduction in the number of recorders and the accompanying savings in Planning funds would be accumulative and would be available for other Planning activities year after year.

Therefore, the development of this new station is approved for HPR funding subject to the completion of a formal review and submission of a report on the Traffic Counting Program in Oregon by July 1, 1972.

My staff is available to assist you wherever possible in completing this important review.

cc:
Region (08-00.313)
CSMD (Royer)

12-22-71
REFERRED TO
Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

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DEC 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

ject agree
required
BY
TITLE
DATE
FEDERAL HI

[illegible] Powder River-Baldock Slough Section Date
[illegible] Old Oregon Trail Contract No.
County Baker Prefix
Contractor Babler Bros., Inc. F. A. Project No.
Address 4617 S.E. Milwaukie Ave., Portland, Oregon 97202 Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the

Description of work to be done:

Construct additional cut-off ditches.

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DEC 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

To Const.
12-

Location by station numbers:

1454/50 - 1473/00 Rt.
1458/50 - 1485/50 Lt.
1524/50 - 1531/40 Lt.
1531/00 - 1538/50 Lt.
1570/50 - 1603/50 Lt.
1603/50 - 1613/00 Lt.
1612/60 - 1646/50 Lt.
1652/50 - 1664/50 Lt.
1669/50 - 1682/50 Lt.
1682/50 - 1686/00 Lt.
1683/00 - [illegible] Lt.
1686/00 - [illegible] Lt.
1693/00 - [illegible] Lt.
1705/30 - [illegible] Lt.
1736/50 - [illegible] Lt.
1771/00 - 1777/00 Lt.

Estimate of quantities and cost:

Equipment	$ 3,638.00
Labor	1,591.00
Net Increase	$ 5,229.00

NOTED
A. E. [illegible]

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work not included in original construction plans.
(a) Contractor's percentages shall be in accordance with AGC Agreement [illegible] provisions of this contract. (b) Equipment rental rates to be in accor[illegible] with State-AGC Agreement.

[illegible]: A single order should not [illegible] of work or more [illegible] work job.

[illegible] of the order to Salem. [illegible] of the order, the Salem [illegible] one copy to the contractor, [illegible] Engineer and one to the [illegible]

Project authorization	$5,730,940.12
Present estimate of project cost, including $5,229.00 for work under this order	$5,509,040.7
Expected under-run ~~XXXXXXXX~~ amount	$221,[illegible]
Expected under-run ~~XXXXXXXX~~ per cent	3.8

Submitted by: Resident Engineer

Approval Recommended:
For:

Approval Recommended: Alfred [illegible]
Regional Engineer

Approved R. D. [illegible]

[illegible]

November 9, 196[illegible]

[illegible]
[illegible]
[illegible] Administration
[illegible]
[illegible] 97208

Dear [illegible] Simmons:

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]
[illegible]

By

[illegible]
[illegible]

Enclosure

cc: [illegible]
[illegible]
[illegible]
[illegible]

[illegible]

STATE COPY G-4N

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

7571

TITLE Dist. [illegible]
DATE [illegible]
FEDERAL [illegible]

Project Name Powder River - Baldock Slough Section
Highway Old Oregon Trail
County Baker
Contractor Babler Bros., Inc.
Address 4617 S.E. Milwaukie Ave., Portland, Ore. 97202

Date [illegible]
Contract No. [illegible]
Prefix 601-1073
F. A. Project No. I-[illegible]
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of [illegible]

Description of work to be done:

Excavate trench, install and partially backfill pipe, remove pie, backfill trench; Salvage and reinstall two slope ends on 36" culvert pipe.

NOTED
A. E. [illegible]

11-10-71

NOV

Location by station numbers:

Culley Lane Ext.
222/50 and 236/00

Estimate of quantities and cost:

Labor	450.00
Equipment	85.00
Total	$ 535.00

NOTED
[illegible]

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Reimburse contractor for work preformed at pipe installation prior to field revision; Reimburse contractor for work performed tp prepare culvert for extension.

Project authorization	$5,720,940.1[illegible]
Present estimate of project cost, including $ [illegible] for work under this order	$[illegible]
Expected under-run / over-run amount under-run	$ 22[illegible]
Expected under-run / over-run per cent under-run	4.00

Approval Recommended:

Approved

Regional Engineer

FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF T
FEDERAL HIGHWAY A
Box 300
Salem OR 97308

DATE: September 23,

In reply refer to: 08-35-

7-5-

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

for

copy

Johnson

SUBJECT: Oregon Project I-80N-8(23)367
Old Oregon Trail Highway
FHWA Order Interim 7-2(2)

Mr. Johnson's August 30 letter submitted for approval training programs proposed by the contractor for the following crafts: Carpenters, Laborers, Operating Engineers, and Teamsters. The Carpenter Training Program is an existing apprenticeship program which is approved by the U. S. Department of Labor. The Laborers' Training Program was previously approved for Oregon Project I-80N-7(33)289.

I have reviewed the Operating Engineers and Teamsters' Training Programs and have determined that they meet the requirements of the Training Special Provisions under FHWA Order Interim 7-2(2). It is recognized that you have emphasized to the contractor the provisions of the contract which states that the training and upgrading of members of minority groups are primary objectives.

The Laborers, Operating Engineers, and Teamsters' Training Programs are approved.

RECEIVED
SEP 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE

FOR FILING

I-8N-7(33)289
7516

August 30, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: N. Fork Jacobsen Gulch-N. Ontario Intch.
Old Oregon Trail Highway, Contract No. 7605
F. A. Proj. No. I-80N-8(23)367

The subject contract was awarded on July 12, 1971, to J. C. Compton Company & Ross Bros. Construction, Inc. of McMinnville, Oregon. The contract included the EEO Special Provisions for on-the-job training under FHWA Order Interim 7-2(2).

The contractor is to provide six trainees during the life of the contract. At the preconstruction conference July 14, 1971, the contractor advised that the trainees would be furnished in the Carpenter, Operating Engineer, Teamster, and Laborer crafts. The Oregon State Highway Division accepted the contractor's proposal at that time.

The Carpenter trainee will be provided under an existing apprenticeship program from the State of Oregon which has been approved by the U.S. Department of Labor.

The Operating Engineer, Teamster, and Laborer trainees will be provided under a new training program. The contractor's proposal, which is attached, outlines the training schedule which will be followed. These programs are similar to those submitted to you concerning FA Project Nos. I-80N-7(33)289, The Powder River-Baldock Slough Section, and F-171(14), The Columbia County Line-Burlington Section.

The Oregon State Highway Division believes that the contractor's proposal meets the required standards and goals of FHWA Order Interim 7-2(2). We request your concurrence in the contractor's proposed training programs.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan

[illegible]:tr ms

Att.

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FOR FILING

I-80N-7(33)289

7516

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

June 24, 1971

NOTED
A. E. JOHNSON

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage N. E.
Salem, Oregon 97301

Re: State-Baker Valley Irrigation District
Agreement
North Powder-Baker Utility Section
(Powder River-Baldock Slough Section)
Old Oregon Trail Highway
Baker County
Project No. 1-80N-7(28)284
Contract No. 7516

Dear Sir:

OREGON DIVISION
RECEIVED

Reference is made to your letters of December 1, 1970 and April 8, 1971, which approved, as to form, the subject agreement.

Attached are three copies of the executed agreement which have been revised to reflect the authorization for the State to pay the [illegible] the sum of $[illegible] as severance damages as approved by your [illegible] April [illegible]. All other provisions are identical to the draft submitted to you with our letter dated November 23, 1970.

Your formal approval of this agreement is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

[illegible]
Enclosure

cc: A. E. Johnson

RECEIVED
JUN 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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ROW FILING

279

SPIEGEL & SPIEGEL
ATTORNEYS AT LAW
LAWYERS BUILDING
521 S.W. CLAY STREET
PORTLAND, OREGON 97201
CAPITOL 7-1251

June 2, 1971

REGISTERED MAIL - RETURN RECEIPT REQUESTED

[illegible] Brothers Construction Co
[illegible] Lake Road North
Salem, Oregon 97310

Gentlemen:

I am writing you as attorney for Portland Electric & Plumbing Company, 995 S W 18th Avenue, Portland, Oregon 97205.

Please be advised that Portland Electric & Plumbing Company is delivering materials for the public work for which you are general contractor, the Baker Valley Rest Area, Powder River, [illegible] Section, Baker County, Oregon, at the order of Dayton Plumbing, 1235 Edgewater N W, Salem, Oregon.

Very truly yours,

David M. Spiegel

km

cc: State Highway Commission
cc: Mr Abe Davis (PEP)

COPY

RECEIVED

COPY

[illegible]

May 19, 1971

Oregon State Highway Commission

Gentlemen:

In order to construct the [illegible]

The work consists of constructing [illegible]

The agreement further provides for [illegible]

I recommend your approval and request that the [illegible]

cc: [illegible]

Very truly yours,

[illegible]
State Highway Engineer

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

OFFICE OF THE
STATE HIGHWAY ENGINEER

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

DATE [illegible]

Project Name Powder River-Baldock Slough Section
Highway Old Oregon Trail
County Baker
Contractor Babler Bros., Inc.
Address 4617 S.E. Milwaukie Ave., Portland, Ore. 97202

Contract No. 7534
Prefix 601-1073
F. A. Project No. I-80N-7(22)[illegible]
Order No. 1 (Supplemental)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Relocate existing 16" irrigation pipe.

Furnish and install 18" irrigation pipe to replace existing rusted and pitted 16" irrigation pipe. Salvage value of 16" pipe to be credited to project when sold as surplus.

Location by station numbers:

Sta. 1471+00 to Sta. 1486+50

Estimate of quantities and cost:

Labor		$ 500.00
Equipment		100.00
Materials		7,800.00
	Total	$ 8,400.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Increase in EWO # 1 necessary for XXXXXX efficient operation of pipe line.
(a) Contractor's percentages shall be in accordance with AGC agreement and provisions of this contract. (b) Equipment rental rates shall be in accordance with State-AGC [illegible]
Work started April 23, 1971.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. When approved by the State Highway Engineer, the Salem office will send one copy to the contractor, one to the [illegible] engineer and one to the resident engineer.

Project authorization . . . . $5,730,94[illegible]

Present estimate of project cost, including $8,400.00 for work under this order $5,510,840.0[illegible]

Expected under-run ~~overrun~~ amount . . . . . . $220,100.1[illegible]

Expected under-run ~~overrun~~ per cent . . . . . . 3.[illegible]

Submitted by: [illegible] Resident Engineer

Approval Recommended:

Approval Recommended: /s/ Alfred Shirley, Jr. Division Engineer
Regional Maintenance

Approved:

RECEIVED
[illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

DATE 5-7-71

Project Name Powder River - Baldock Slough

Highway Old Oregon Trail

County Baker

Contractor Babler Bros. Inc.

Address 4617 S.E. Milwaukie Ave., Portland, 97202

Contract No. [illegible]

Prefix 601-1273

F. A. Project No. I-80N-7(33) [illegible]

Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of [illegible]

Description of work to be done:
Place Firestone Rub-R-Road membrane waterproofing over concrete deck
Bridge 9507 & 9507A

Location by station numbers:
"WB" 1794+02 to 1794+88
"EB" " "

Estimate of quantities and cost:
As per Mr. Ivan Merchant's letter dated 3/16/71 $5,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The sum of $5,000 is included in the authorization under anticipated items for this project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval [illegible] the resident [illegible] the Salem office will [illegible] to the contractor, one to the division engineer and one to the resident engineer

Project authorization	$5,730,940.12
Present estimate of project cost, including $5,000 for work under this order	5,502,440.02
Expected under-run ~~overrun~~ amount	$228,500.10
Expected under-run ~~overrun~~ per cent	3.99

Submitted by Resident Engineer

Approval Recommended:

Approval Recommended: /s/ C. O. Fredrickson
Regional Const. Division Engineer

Approved:

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

I-80N-7(33)289
7516

NOTED
A. E. JOHNSON

April 19, 1971

California-Pacific Utilities Company
P. O. Box 191
Baker, Oregon 97814

ATTENTION: Mr. George Cleve

Re: Service Agreement
Underground Electric Line Extension
Baker Valley Rest Area
(Powder River-Baldock Slough Section)
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(33)289

Gentlemen:

Attached hereto is an original and one copy of the proposed service agreement between the State and California-Pacific Utilities Company which provides for the construction of an underground electrical service to the Baker Valley Rest Area and establishes a minimum monthly payment of $29.28 for electrical service.

The agreement has been reviewed and approved by Mr. A. E. Johnson, Assistant State Highway Engineer and is now being returned for execution by your Company. Upon approval, please return the signed duplicate copy for retention in the State's files. This will confirm our verbal authorization to proceed with the service installation as of April 6, 1971.

Reimbursement for the service installation work performed on and subsequent to April 6, 1971, in the amount of $737.50, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

[illegible]
Enclosure
cc: A. E. Johnson
F. L. [illegible] (w/2 attach)
V. E. [illegible]
H. S. [illegible]
E. L. [illegible]
G. A. Starkey
H. M. Fillmore

RECEIVED
APR 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1971

SUBJECT: Underground Electric Line Extension
and Service Agreement
California-Pacific Utilities Company
North Powder-Baker Utility Section
(Powder River-Baldock [illegible]
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(33)289
Contract No. 7516

To: Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

In order to obtain electric service to the Baker Valley Rest Area on this section, it is necessary to construct approximately 2300 feet of power line along the freeway from an existing pole opposite Station 1700 to the rest area. California-Pacific Utilities Company has indicated our anticipated power consumption will justify the construction of a pole line at no cost to the State. However, the additional construction costs for an underground cable is $737.50.

Attached is one (1) copy of an Underground Electric Line Extension and Service Agreement with the Company which will require the State to pay a lump sum of $737.50 and guarantee a minimum monthly payment of $29.28 for a period of five (5) years.

Since this power line would parallel the freeway and be visible from the rest area, a construction of an underground power cable has been recommended by Region, Landscape and approved by the Federal Highway Administration.

Your approval and execution of this agreement is requested.

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
APR [illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
Enclosure

California-Pacific Utilities Company

Underground Electric Line Extension and Service Agreement

(Oregon)

Oregon State Highway Division
Name of Applicant

hereinafter called the Applicant, has requested CALIFORNIA-PACIFIC UTILITIES COMPANY, hereinafter called the Utility, to extend its lines and to install underground electric facilities and thereby furnish underground electric service to the Applicant for the operation of Applicant's electric equipment, to be installed at the Baker Valley Rest Area located near Engineer Station 1700 on I-80N, State of Oregon.

Utility agrees to install the necessary facilities and supply such electric service subject to the following terms and conditions:

1. Applicant shall install, commence using in a bona fide manner within six (6) months after the date of completion of the underground line extension, hereafter referred to the said equipment. Said equipment shall consist of the following (indicate phase and HP or KW rating): Single phase lighting, heating, waterheating and small motors amounting to approximately 25 KW

2. All electric service will be 60 cycle, alternating current to be supplied at 120/240 volts single phase and -- volts -- phase.

3. Applicant shall purchase from Utility all electric service required for the operation of said equipment.

4. Applicant shall pay for such electric service in accordance with Utility's applicable rates as established from time to time by Utility and on file with the Public Utility Commissioner of the State of Oregon.

5. The estimated cost of the underground facilities required to serve Applicant is $ 3,513.50 and the cost of equivalent overhead facilities is estimated to be $ 2,776.00. The amount that the estimated cost of underground facilities exceeds the estimated cost of overhead is $ 737.50. This difference in cost will be paid by Applicant as a non-refundable advance. A refundable advance of $ none will also be paid by Applicant, which is the amount that the equivalent cost of overhead facilities exceeds ten times the guaranteed annual revenue.

6. Applicant hereby guarantees to pay a minimum monthly bill of $ 29.28 for electric service for a 5-year period beginning with the date of connection.

7. The refundable advance payment made by Applicant hereunder shall be subject to refund to Applicant, without interest, in accordance with the provisions of Rule 15, paragraph H-4.

8. Applicant may, with Utility's written consent, assign this agreement if the assignee will, in writing, agree to perform Applicant's obligations hereunder. Such assignment will be deemed to include, unless otherwise specified therein in writing, all of Applicant's rights to any refunds unpaid as of the date of assignment.

9. Applicant hereby grants Utility a right of way over the shortest practicable route for any part of the underground extension which it may be necessary to build over Applicant's property for the purpose of making delivery of electric service hereunder. If any portion of said extension will be located on property other than that of Applicant, Utility shall not be obligated to commence construction unless and until permanent rights of way therefor are granted to Utility that are satisfactory to Utility and without cost to it.

10. Delivery of electricity hereunder by Utility shall be at the point where wires owned, leased or under license by Applicant connect to Utility's wires but, for the convenience of the parties hereto, said electricity may be transformed and/or metered at such location on the Applicant's side of said point of delivery as shall be agreed upon by the parties.

11. All electric service shall be supplied hereunder in accordance with Utility's applicable rules as established from time to time by Utility and on file with the said Commissioner.

12. This agreement shall become effective on the date hereof and shall remain in force for a term of five (5) years from and after the date service is first established hereunder.

13. All facilities installed by Utility hereunder shall be and remain the sole property of Utility.

14. Applicant shall, at Applicant's own risk and expense, furnish, install, and keep in good and safe condition all electric lines, machinery and apparatus which may be required for receiving electric energy from the Utility at the point of delivery, and the easements and rights of way upon which the same are located, and for applying and utilizing such energy, and will indemnify and save the Utility harmless against any and all loss, damage and liability, including, but not limited to all fire fighting costs, expenses, damages and liability to third persons, occasioned or caused by any defect in the condition or construction of such lines, machinery or apparatus, or any part thereof, or the maintenance or care of said easements and rights of way and timber or brush located thereon or spread thereto or therefrom or by reason of any negligence on the part of the Applicant in installing, maintaining, using or operating such lines, machinery or apparatus, easements or rights of way or otherwise.

15. This agreement shall at all times be subject to such changes or modifications by the Public Utility Commissioner of the State of Oregon as said Commissioner may, from time to time, direct in the exercise of his jurisdiction.

Executed this ________ day of ______________________________, 19____

Oregon State Highway Division
Applicant

By: B E Johnson
A. E. Johnson
Assistant State Highway Engineer

Salem, Oregon 97310
Mailing Address

CALIFORNIA-PACIFIC UTILITIES COMPANY

By______________________________
Division Manager

By______________________________
Vice President

Customer Account No. ____________

Rate Schedule No. 31

[illegible] ____________

[illegible] No. [illegible]

(1947)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box [illegible]
Salem OR 97[illegible]

7574

DATE: April 8, 1971

In reply refer to: [illegible]

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(28)284
N. Powder - Baldock Slough Section

Our letter dated December 1 approved the proposed agreement between the State and the Baker Valley Irrigation District. Subsequently the State requested approval of an amendment to the agreement as follows:

> "The State shall pay to District the sum of $1,200 as severance damages as a result of the State's severance of Ditch Rider Road and for the relinquishment by the District to State of all its rights of access from said road to the right of way to the relocated Old Oregon Trail Highway."

Based upon the additional information submitted with Mr. Litchfield's letter of April 7 the amendment to the agreement is approved.

cc:
OSHD (Litchfield)
OSHD (Moehring)

NOTED
A. E. [illegible]

4-13-71

RECEIVED
APR 12 '71
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
JOHN EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible] UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

[illegible] 229

April 7, 1971

Mr. R. E. Simpson
Division Engineer
477 Cottage Street N. E.
Salem, Oregon 97301

NOTED
A. E. JOHNSON

Re: Severance Damages
Baker Valley Irrigation District
North Powder-Baker [illegible]
Powder River-[illegible]
Old Oregon Trail Highway
Baker County
Project No. I-[illegible]
Contract No. 7[illegible]

Dear Sir:

In reply to your letter dated February 5, 1971, attached is an Appraisal and Appraisal Review relating to severance damages for the Baker Valley Irrigation District.

Your approval of the severance damages as detailed in our letter dated February 2, 1971 is requested.

Very truly yours,

F. D. [illegible]
Construction Engineer

By

T. W. [illegible]
(om) [illegible] Engineer

[illegible]
[illegible]
cc: A. E. Johnson

[illegible] STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 3[illegible]
Salem OR 97308

DATE: February 5, 1971

In reply refer to: 08-35-7/
XI-80N-7(22)284

[illegible]-7(22)287

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

75-11

FROM : R. V. [illegible], Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(28)284
N. Powder - Baldock Slough Section
Old Oregon Trail

Johnson

Mr. Litchfield's letter of February 2 indicates that the Baker Valley Irrigation District is requesting severance damages in the amount of $1200 due to the severance of their existing ditch rider road caused by construction of the highway.

Before we can approve the proposed amount of $1200 it must be supported by an appraisal and appraisal review as required by PPM 80-3. It would appear that most of the required information for the appraisal has been developed by the liaison agent and with a minimum of difficulty can be incorporated into a formal appraisal.

cc:
OSHD (T.W. Litchfield)
OSHD (K.A. Chatwood)
OSHD (Milner Mead)

NOTED
A. E. JOHNSON

2-10-71
Litchfield is handling
aef

RECEIVED
FEB 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box [illegible]
Salem OR 97308

DATE: March 25, 1971

In reply refer to: 08-35-[illegible]

TO : Mr. A. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(33)289
Powder River - Baldock Slough Section
FHWA Order Interim 7-2(2)

Mr. Johnson's March 22 letter submitted for approval training programs proposed by the contractor for a laborer and an operating engineer.

We have reviewed the programs and determined that they meet the requirements of the Training Special Provisions under FHWA Order Interim 7-2(2). It is acknowledged that you have formally emphasized to the contractor the provisions of the contract which state that the training and upgrading of members of minority groups are primary objectives.

The laborer and operating engineer training programs are approved.

NOTED
A. E. J[illegible]

NOTED
TOM EDWARDS

RECEIVED
MAR 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March [illegible]

To: Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Powder River-[illegible] Section
Old Oregon Trail Highway
Contract No. 7516

The EEO Special Provisions for on-the-job training under FHWA Order Interim 7-2(2) require that we secure the Federal Highway Administration's approval of training programs not previously approved by the U.S. Department of Labor. Attached is a rough draft letter to the FHWA requesting their concurrence in the Operating Engineers' and Laborers' training programs.

F. D. Morgan
Construction Engineer

By D E Swan
D. E. Swan
E.E.O. Engineer

DES:fr

Attachment

[illegible] STATES GOVERNMENT

Memorandum

U.S. [illegible]

[illegible]

Box [illegible]

Salem OR [illegible]

DATE: March [illegible]

In reply refer to: [illegible]

TO : [illegible] Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(-)
Ladd Canyon Safety Rest Area
Approval of the Design of the Buildings

As requested in Mr. Merchant's March 12 letter, we approve the use of the same building design for the buildings for the subject rest area as that used for the Baker Valley Rest Area which is being constructed under Project I-80N-7(33)289, Powder River-Baldock Slough Section.

REFERRED TO
Merchant Hall

[illegible]
TOM [illegible]

NOTED
[illegible]

[illegible] U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE
HIGHWAY DIVISION

7511

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-[illegible]

March 15, 1971

Babler Bros., Inc.
4417 S.E. Milwaukie Avenue
Portland, Oregon 97202

Attn: Mr. Ray Richards

NOTED
A. E. [illegible]

Re: Powder River-Baldock Slough Section
Old Oregon Trail Highway
Contract No. 7316

Gentlemen:

This letter constitutes formal approval of your selection of crafts in which trainees are to be provided on the subject contract. At the preconstruction conference in LaGrande on February 11, 1971 you indicated that the trainees would be furnished in the Operating Engineers, Carpenters and Laborers crafts.

We will notify you when we receive final approval from the Federal Highway Administration of your proposed training program for the Operating Engineers and Laborers. This does not preclude your proceeding with work under the contract.

Very truly yours,

F. D. Morgan
Construction Engineer

By D E Swan
D. E. Swan
E.E.O. Engineer

[illegible]

bc: R. E. [illegible]
[illegible]
H. S. [illegible]
E. L. Scrivner

RECEIVED
MAR 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 18 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

3-1[illegible]-7[illegible]

Project Name: Powder River-Baldock Slough
Date: March 1
Highway: Old Oregon Trail
Contract No.: [illegible]16
County: Baker
Prefix: 601-1073
Contractor: Babler Bros., Inc.
F. A. Project No.: I-80N-7(33)[illegible]
Address: 4617 S.E. Milwaukie Ave., Portland, Ore. 97202
Order No.: 1

The following work is hereby classified as "Extra Work" to be performed and paid for in accordance with the terms of [illegible]

Description of work to be done:

Relocate existing 16" irrigation pipe.

Location by station numbers:

Sta. 1471+00 to Sta. 1486+50

Estimate of quantities and cost:

Labor	$ 3,500.00
Equipment	1,000.00
Materials	1,000.00
Total	$ 5,500.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Anticipated item provided for in project authorization.

(a)Contractor's percentages shall be in accordance with AGC agreement and provisions of this contract. (b)Equipment rental rates to be in accordance with State-AGC Agreement.

This work has not started.

[illegible]: A single order should not [illegible] one [illegible] of work or more [illegible] job.

[illegible] copies of the order to Salem. [illegible] by the resident [illegible] office will [illegible] one to the [illegible] and one to the resident engineer.

Project authorization	$5,730,940.32	
Present estimate of project cost, including $5,500.00 for work under this order	$5,501,70[illegible]	
Expected under-run / over-run amount Underrun	$229,237.60	
Expected under-run / over-run per cent Underrun	4.00	

Space to [illegible] for use of Salem Office

Submitted by: [illegible]
Resident Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approval Recommended: [illegible]
Division Engineer

Approved: [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]

By

[illegible]

[illegible]

[illegible]

[illegible]

106.02 Approval of Sources of Materials Prior to Use - Where reference is made to contractor-furnished sources of borrow, aggregates and riprap, and haul roads thereto. The approval of the use of any particular source will not be given if, in the opinion of the engineer, the use of the source would result in an unsightly area when viewed from any highway or public road. Approval of sources visible from any highway or public road will be subject to the following conditions:

(a) The contractor agrees in writing that he will, at his own expense, obliterate all haul roads constructed specifically for access to the sources. Obliteration work shall be performed in conformance with Section 224 of the Standard Specifications.

(b) The contractor agrees in writing that excavations in borrow sources will be of reasonably uniform depths and widths and, when practicable, excavation will be made so no water will stand or collect in excavated areas. The contractor also agrees that, upon completion of excavation in borrow sources, slopes will be neatly trimmed to blend with adjacent terrain, covered with native soil if required to support plant growth, and a vegetative cover that will blend with adjacent natural growth established thereon, all at the contractor's expense.

(c) The contractor agrees in writing that faces of quarries will be excavated to reasonably neat lines and that the quarry floor will be excavated to a reasonably level area, and that the quarry will be left in a neat, sightly appearance compatible to the surrounding terrain, all at the contractor's expense.

(d) The contractor agrees in writing that excavations in gravel deposits will be performed in conformance with requirements set forth in (b) above for borrow sources, and that the gravel deposits will be left in a neat, unfouled condition and, if necessary for compatibility to the surrounding terrain, slopes of gravel deposits shall be covered with native soil and a vegetative cover that will blend with adjacent natural growth established thereon, all at the contractor's expense.

(e) The contractor obtains consent in writing from the owners of the properties to perform the work listed in (a), (b), (c) and (d) above, in conformance with subsection 106.05.

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

February 12, 1971
Salem, Oregon

SUBJECT: Powder River-[illegible]
Zoning Special Provision
Your Assignment No. [illegible]
FBK Assignment No. 3962

To: Mr. Frank L. Hall
Design Engineer
[illegible]

The special provision referred to in John [illegible]'s letter was included in an addendum letter January 14, 1971, at the insistence of the FHWA and was the first stab at some enviormental control over contractor furnished sources. Subsequent to that time these special provisions have been rewritten several times and, starting with the March projects, we are including the special provisions as approved by Mr. Klaboe on February 17, 1971. (Copy attached).

In the same addendum letter the contractor's attention was directed to the new Baker County Zoning Ordinance as this was the first of the North Powder-Baker projects to be contracted after this new Ordinance was adopted. This was just a "one-shot" deal intended only for bidders information on this project.

C. G. S[illegible]
Speci[illegible]

CGS:jf

5

FORM 2-30 (REV 10-67)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1971

RECEIVED
FEB 18 1971
DESIGN
SECTION

Do Not File
Keep
Return To
Other

SUBJECT: Powder River-Baldock Slough Section
Zoning Special Provision
Assignment 242-AEJ

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

The zoning ordinance which Revision Letter No. 1 refers to consists of eleven legal-size pages. I think it would be impossible to predict what the Baker Planning Commission might approve or disapprove in the way of a conditional use permit for material sources, plant set-ups or waste areas. On this particular job, on which you will note bids were opened January 28, the State was not offering any material sources. Since the zoning ordinance was quite new, we thought it only fair to point it out to bidders.

We would suggest adding only one more sentence, if some similar provision is used in the future on some other job, to merely point out where further information can be obtained; something like "Applications for permits may be initiated by a property owner or his authorized agent by filing an application with the County Assessor".

In a different situation where the State is offering a State-controlled source, we can be more specific. This was to be one of our efforts in acquiring new sources and, in fact, this point was investigated in the source we were recently interested in in Hood River County whereby we learned ahead of time from the local zoning people what their requirements would be so that we could incorporate them in the special provisions. Since the Soils and Geology Unit, which was coordinating the search for material sources, is no longer in our Section, we will have much less opportunity for any influence in this area.

I discussed this assignment with Mr. Swenson and find that the first part of the revision letter is being incorporated in a regular special provision, copy of which is attached. This includes several requirements that should be compatible with most zoning and will hopefully be readily accepted by local authorities as adequate in itself.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

RECEIVED
FEB [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:w
Attach.
cc E. G. Swenson

STATE COPY

[illegible] TRANSACTION NO. 4-23	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	[illegible]
[illegible] REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 2-18-71	[illegible]
		I-[illegible]

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-[illegible] 0.87 mile south of Powder River then south 7.08 miles
Powder River-Baldock Slough Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH [illegible]
HIGHWAY PLANNING		[redacted]
PRELIMINARY ENGINEERING		[redacted]
RIGHTS-OF-WAY		
CONSTRUCTION		[redacted]
OTHER (Specify)	1-6-71	7.083

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,585,585.00	$ 5,153,259.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

EXECUTED BY

OREGON STATE HIGHWAY DIVISION
(State Highway Department)

By [illegible]

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By [illegible]
FOR: R. E. [illegible] (Division Engineer)

Date executed by Division Engineer February 18, 1971

PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal Aid
Project No. I-80N-7(33)[illegible]

POWDER RIVER-BALDOCK SLOUGH SECTION

OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Salem, Oregon, February 8, 1971

Project agreement estimate.

Type Code 6203
Roadway (Sta. 1438+00 to Sta. 1812+00)

Furnishing Field Laboratory Building	1 only	1,500.00	$ 1,500.00
Temporary Protection and Direction of Traffic	All Required		15,000.00
Clearing and Grubbing	All Required		100,000.00
Removal of Structures and Obstructions	All Required		18,500.00
Ditch Excavation	1,300 cu.yd.	2.50	3,250.00
Embankment Foundation Excavation	11,000 cu.yd.	1.50	16,500.00
Granular Backfill Material	11,000 cu.yd.	1.50	16,500.00
General Excavation	1,158,000 cu.yd.	0.48	555,840.00
Extra for Selected Topsoil Material	80,500 cu.yd.	0.75	60,375.00
Overhaul	367,000 C-yd.sta.	0.30	110,100.00
Trench Excavation	6,300 cu.yd.	5.00	31,500.00
Finishing Roadbed and Slopes	All Required		10,000.00
Watering	18,200 M-gal.	3.00	54,600.00
Bituminous Base Mixture	115,000 ton	4.45	511,750.00
Asphalt in Bituminous Base Mixture	6,350 ton	44.00	279,400.00
Aggregate Subbase	29,700 ton	1.25	37,125.00
3/4" - 0 Aggregate Base	9,800 ton	2.90	28,420.00
Plant Mix Aggregate Base	510,000 ton	2.50	1,275,000.00
Class "B" Asphalt Concrete Mixture	80,000 ton	4.60	368,000.00
Asphalt Cement in Mixture	5,200 ton	44.00	228,800.00
Asphalt in Tack Coat	60 ton	60.00	3,600.00
3/4" - 0 Aggregate in Prime Coat	2,800 cu.yd.	5.50	15,400.00
[illegible] Asphalt in Prime Coat	510 ton	55.00	28,050.00
Reinforced Concrete Bridge End Panels	400 sq.yd.	23.00	9,200.00
Class "A" Concrete in Box Culverts	230 cu.yd.	130.00	29,900.00
Reinforcement in Box Culverts	37,000 lb.	0.22	8,140.00
[illegible] Culvert Pipe	66 lin.ft.	5.00	330.00
[illegible] Culvert Pipe	4,000 lin.ft.	5.00	20,000.00
[illegible] Culvert Pipe	1,300 lin.ft.	6.00	7,800.00
[illegible] Culvert Pipe	1,690 lin.ft.	8.00	13,520.00

36-inch Culvert Pipe	2,430 lin.ft.	12.00	[illegible]
42-inch Culvert Pipe	290 lin.ft.	20.00	[illegible]
48-inch Culvert Pipe	290 lin.ft.	30.00	[illegible]
84-inch Culvert Pipe	280 lin.ft.	55.00	[illegible]
30-inch Siphon Pipe	380 lin.ft.	12.00	[illegible]
24-inch Irrigation Pipe	350 lin.ft.	9.00	[illegible]
15-inch Paved Culvert End Slopes	23 only	150.00	[illegible]
18-inch Paved Culvert End Slopes	7 only	170.00	[illegible]
24-inch Paved Culvert End Slopes	10 only	200.00	[illegible]
36-inch Paved Culvert End Slopes	12 only	250.00	[illegible]
42-inch Paved Culvert End Slopes	1 only	500.00	3,000.00
48-inch Paved Culvert End Slopes	2 only	500.00	500.00
Concrete Inlets, Type G-1	10 only	250.00	1,000.00
Concrete Inlets, Type G-2MA	30 only	300.00	2,500.00
Concrete Siphon Boxes	2 only	1,200.00	9,000.00
6-inch Drain Pipe	200 lin.ft.	3.00	2,400.00
Special Filter Material in Drains	22 cu.yd.	10.00	600.00
Guard Rail, Type 2	1,600 lin.ft.	3.50	220.00
Guard Rail, Type 2A	660 lin.ft.	4.50	5,600.00
Guard Rail Anchors	4 only	250.00	2,970.00
Extra for Guard Rail Bridge Connection			1,000.00
Type 2 Fence	13 only	150.00	1,950.00
16' x 48" Single Gates	96,500 lin.ft.	0.45	43,425.00
16' Cattle Guard	8 only	110.00	880.00
Guide Posts, W-1	2 only	2,500.00	5,000.00
Guide Posts, Y-2	280 only	8.00	2,240.00
Metal Snow Fence	70 only	8.00	560.00
Roadside Seeding	7,400 lin.ft.	7.35	54,390.00
Roadside Mulching	102 acre	50.00	5,100.00
Grass Seed, Crested Wheatgrass	102 acre	190.00	19,380.00
Fertilizer, 22-16-8	2,050 lb.	1.00	2,050.00
	410 cwt.	12.00	4,920.00

Signing

Painted Wood Sign Posts	All Required		400.00
Sign Support Footings	All Required		1,[illegible].00
Breakaway Sign Posts	All Required		5,[illegible]
Structure Mounts	All Required		1,[illegible].00
Type "A" and "B" Signs in Place	743 sq.ft.	7.50	5,572.50
Type "C" & "D" Signs in Place	107 sq.ft.	5.00	535.00
Type "L" & "M" Signs in Place	18 sq.ft.	6.00	108.00
Type "U" Signs in Place	48 sq.ft.	10.00	4[illegible]
Thermoplastic Pavement Arrows	2 only	100.00	[illegible]
			$4,115,590.50

Flagging (6.0% of contractor's cost)	All Required	$ 10,000.00
On-the-Job Trainees (3 @ $0.80 per hr.)	All Required	2,400.00
Temporary Erosion Control	All Required	25,[illegible]
		$ 37,[illegible]

Subtotal		$4,[illegible]
*10% Engr. & Cont.		[illegible]
Total		$[illegible]

*Reduced in accordance with Par. 5 (Project Field Offices) of [illegible] 30-6.

[illegible] Code Y021
[illegible] (Sta. "L" 1702)

Concrete Walks	3,700 sq.yd.	7.00	$ 25,9[illegible]
Aluminum Handrail	20 lin.ft.	15.00	3[illegible]
Redwood Header Boards	5,300 lin.ft.	1.00	5,3[illegible]
Concrete Curbs	310 cu.yd.	75.00	23,2[illegible]
4-inch Drain Pipe	1,150 lin.ft.	3.00	3,4[illegible]
6-inch Conduit Pipe	430 lin.ft.	3.40	1,462.00
1/2-inch Water Pipe	650 lin.ft.	1.10	715.00
3/4-inch Water Pipe	850 lin.ft.	1.30	1,105.00
25,000 Gallon Concrete Reservoir	All Required		16,500.00
Well Housing	All Required		4,200.00
Submersible Pumping Installation	All Required		5,000.00
Water Supply Electrical Control System	All Required		5,000.00
Hypochlorinator Installation	All Required		2,500.00
Control Room Hydraulic Equipment	All Required		5,200.00
1 1/2-inch PVC Pipe, Class 160	875 lin.ft.	1.50	1,312.50
2 1/2-inch PVC Pipe, Class 160	550 lin.ft.	1.60	880.00
3-inch PVC Pipe, Class 160	325 lin.ft.	2.00	650.00
4-inch PVC Pipe, Class 160	2,600 lin.ft.	2.75	7,150.00
4-inch PVC Pipe, Class 315	1,000 lin.ft.	3.00	3,000.00
Water Control & Storage Building	1 only	7,300.00	7,300.00
Electrical Supply System	All Required		10,000.00
Area Illumination Installation	All Required		29,[illegible]
			$ 159,174.50

[illegible] Code Y022
[illegible] Facilities (Sta. "L" 1702)

[illegible]	11 only	630.00	$ 6,930.00
[illegible] with Table	13 only	1,300.00	16,[illegible]
[illegible]	8 only	600.00	4,[illegible]
[illegible] Receptacle	24 only	125.00	3,0[illegible]
[illegible]	6 only	75.00	4[illegible]
[illegible]	8 only	125.00	1,0[illegible]
[illegible] Sanitary Sewer [illegible]	1,800 lin.ft.	3.00	5,400.00
[illegible] Sanitary Sewer [illegible]	380 lin.ft.	3.50	1,330.00
[illegible] Tank	2 only	3,000.00	6,[illegible]
[illegible] Tank	2 only	5,000.00	10,[illegible]
[illegible] Bed	2 only	13,200.00	26,[illegible]
[illegible]	2 only	7.00	[illegible]
[illegible] Shelter	2 only	2,300.00	4,[illegible]

Type 8 Toilet Building	2 only	28,500.00	57,[illegible]
Extra Concrete	1 cu.yd.	100.00	[illegible]
			$ 143.[illegible]
	Subtotal		$ 303,[illegible]
	10% Engr. & Cont.		30,[illegible]
	Total		$ 333,40[illegible]

Type Code X781
County Road #714 U'Xing (Br. No. 9802) (Sta. "L" 1523+70.28) (Length 292')

Shoring, Cribbing, Etc.	All Required (71%)		$ 24,850.00
Structure Excavation	400 cu.yd.	6.00	2,400.00
Structure Excavation Below Elevation Shown	40 cu.yd.	6.00	240.00
Furnish HP 10 x 42 Steel Piling	2,595 lin.ft.	5.00	12,975.00
Drive Steel Piles	72 only	100.00	7,200.00
Splice Steel Piles	18 only	30.00	540.00
Class "A" Concrete (378 c.y.)	All Required (63%)		47,250.00
Class "AA" Concrete (683 c.y.)	All Required (50%)		92,500.00
Prestressing Steel (52,850 lb.)	All Required (50%)		31,000.00
Reinforcement (193,500 lb.)	All Required (51%)		35,700.00
Three Tube Metal Railing	642 lin.ft.	21.00	13,482.00
Preparation of Slopes	360 sq.yd.	4.00	1,440.00
Concrete Slope Paving	330 sq.yd.	9.00	2,[illegible].00
8-inch Culvert Pipe	60 lin.ft.	4.00	[illegible].00
			$ 272,787.00

Type Code X781
[illegible] 12 U'Xing (Br. No. 9803) (Sta. "L" 1735+92.78) (Length 292')

Shoring, Cribbing, Etc.	All Required (29%)		$ 10,1[illegible].00
Structure Excavation	260 cu.yd.	6.00	1,560.00
Structure Excavation Below Elevation Shown	20 cu.yd.	6.00	120.00
Furnish HP 10 x 42 Steel Piling	2,540 lin.ft.	5.00	12,700.00
Drive Steel Piles	64 only	100.00	6,[illegible].00
Splice Steel Piles	17 only	30.00	510.00
Class "A" Concrete ([illegible] c.y.)	All Required (37%)		27,750.00
Class "AA" Concrete ([illegible] c.y.)	All Required (50%)		92,500.00
Prestressing Steel ([illegible] lb.)	All Required (50%)		31,000.00
Reinforcement ([illegible] lb.)	All Required (49%)		34,300.00
Three Tube Metal Railing	589 lin.ft.	21.00	12,3[illegible].00

Preparation of Slopes	240 sq.yd.	4.00	[illegible]
Concrete Slope Paving	240 sq.yd.	5.00	2[illegible]
Berm Paving	36 sq.yd.	10.00	[illegible]
6-inch Culvert Pipe	230 lin.ft.	4.00	[illegible]
			$ 2[illegible]

Type Code [illegible]
[illegible] Bridges (Str. Nos. 9507 & 9507A) (Sta. "L" 1794+02.5 to Sta. "L" 1794+67.5)

Shoring, Cribbing, Etc.	All Required		$ 12,500.00
Structure Excavation	60 cu.yd.	10.00	600.00
Structure Excavation Below Elevation Shown	5 cu.yd.	10.00	50.00
Furnish 14-inch Prestressed Concrete Piling	1,960 lin.ft.	7.00	13,720.00
Drive Prestressed Concrete Piles	52 only	150.00	7,800.00
Prestressed Concrete Pile Extensions	80 lin.ft.	10.00	800.00
Class "A" Concrete (486 c.y.)	All Required		58,000.00
Reinforcement (98,600 lb.)	All Required		15,000.00
Two Tube Metal Railing	336 lin.ft.	24.00	8,064.00
			$ 116,534.00
	Subtotal		$ 623,080.00
	10% Engr. & Cont.		62,308.00
	Total		$ 685,388.00

Retained in Program Status

Permanent Pavement Striping	All Required	$ 2,500.00
Revise Irrigation Pipe	All Required	5,500.00
Membrane Waterproofing	All Required	5,000.00
Pave Cattle Pass Invert	All Required	2,000.00
	Subtotal	$ 15,000.00
	10% Engr. & Cont.	1,500.00
	Total	$ 16,500.00

Length of Roadway - - - - - - - - - 7.067 miles
Length of Structure - - - - - - - - 0.016 mile
Total Length - - - - - - - - - 7.083 miles

Cost of Roadway per Mile - - - - - $642,213.24

Summary of Funds

[illegible]	Total Cost	Federal Funds	State Funds
[illegible]	$4,526,779.00	$4,213,1[illegible]	[illegible]
[illegible]	311,4[illegible].00	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	$5,5[illegible].00	$5,1[illegible]	[illegible]
[illegible] in Program	16,[illegible].00	[illegible]	[illegible]
Total	$5,602,085.00	$5,168,481.00	[illegible]

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

6-1-100%

Contract No. 7516

Prefix 601-1073

RECEIVED
COMMISSION
FOR FILING
OFFICE OF THE DIRECTOR
[illegible] 89
7516

RECEIVED
JAN 29 '71
DESIGN
[illegible]

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, [illegible]

TOM McCALL
GOVERNOR

COMMISSIONERS
EDW. G. HUFFSCHMIDT
Chairman
JOSEPH I. EOFF
Vice Chairman
McKEE A. SMITH
Member
ROBERT W. SCHONING
State Fisheries Director

January 27, 1971

cc's sent 2-2-71

F. B. Klaboe
L. H. Young
W. J. Hart (2)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (2)
H. S. Coulter (4)

Young
1-29-71

Mr. R. L. Porter
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

POWDER RIVER-BALDOCK SLOUGH SECTION
OLD OREGON TRAIL HIGHWAY, BAKER COUNTY

FOREST BOUNDARY-LITTLE BEECH CREEK SECTION
PENDLETON-JOHN DAY HIGHWAY, GRANT COUNTY

Dear Mr. Porter:

The above projects transmitted to us by your letter dated December 15, 1970 have been reviewed.

We anticipate no fishery conflicts regarding the Baldock Slough proposal. The project is approved.

Beech Creek supports substantial runs of anadromous fish. Disturbing the stream should be minimized or avoided if possible. Also channel changes [illegible] higher velocities which contribute to stream bed erosion, loss of miles of stream and loss of pool-riffle combinations. The pools and riffles contribute to the best rearing conditions for fingerlings.

We concur with the recommendations of the Oregon State Game Commission on installing and placing the boulders in the stream.

BEN [illegible]

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FEB 2 '71
OFFICE OF
[illegible]

RECEIVED
JAN 29 1971
PROGRAM & PLANNING
DIVISION

Mr. R. L. Porter
January 27, 1971
Page Two

The opportunity to comment on these proposals is appreciated.

Sincerely,

BURT CARNEGIE
HYDRAULICS ENGINEER

cc Oregon State Game Commission

[illegible] GOVERNMENT

Memorandum

U.S. [illegible]
[illegible]
Salem [illegible]

TO: [illegible], State Highway Engineer
[illegible], Salem, [illegible]

DATE: December [illegible], 1970

In reply refer to: [illegible]

FROM: [illegible] Johnson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(33)289
[illegible]-Baldock Slough Section
Design of Baldock Slough Bridge

In reviewing the preliminary plans for the subject structure it is noted that an asphalt overlay is included. Please also include a waterproof membrane in the plans or by extra work in accordance with IM 40-2-7C.

NOTED
JOM EDWARDS

RECEIVED
DEC 21 1970
[illegible]
STATE H[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible] AND [illegible] PROGRAM A[illegible]

FUNDS

☒ [illegible] ☐ [illegible] ☐ EAU ☐ [illegible] ☐ OTHERS

[illegible] & [illegible]

OTHER IDENTIFICATION AND/OR REMARKS

STAGE 2

[illegible] NOS. 675 THRU

[illegible]	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	[illegible]
55	I-[illegible]-7(33)289	7.08	6,100,000	5,627,000	POWDER RIVER - BALDOCK SLOUGH SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT, STRUCTURES, REST AREA AND FRONTAGE ROADS.

12-15-70

NOTE

REMARKS (Division)

RECEIVED

RECOMMENDED

SIGNATURE AND TITLE	DATE
	12-10-70

[illegible] and any authorization to proceed with a Stage [illegible] project shall not constitute any commitment [illegible] the Federal Government to provide Federal funds for the undertaking.

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF [illegible]
FEDERAL HIGHWAY [illegible]
Box [illegible]
Salem OR [illegible]

DATE: December 1, 1970

In reply refer to: [illegible]

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(28)284
North Powder - Baldock Slough Section
Old Oregon Trail Highway

NOTED
R. L. [illegible]

The agreement between Oregon State and the Baker Valley Irrigation District submitted with Mr. Morgan's November 23 letter is approved.

The agreement provides for a west side farm access road which can be used jointly by the adjacent land owner, Mr. A. Culley (File 42381). The State's appraisal and settlement of this Right of Way file should be based upon the approved access road facility.

cc:
OSHD (D.H. Moehring)

12-9-70
Morgan

RECEIVED
DEC 4 1970
OFFICE OF
STATE HIGHWAY E[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FEDERAL-AID PROGRAM DATA

12-1-70

1	[illegible] 0.87 mi. S. of Powder Riv. S. 7.08 mi.	ADT	[illegible]	4,[illegible]	[illegible]	08	[illegible]

[illegible] Type Pave., 3 Brs.	FOREST	ROUTE NO.	[illegible]	FA CLASSIF.	[illegible]	[illegible]	[illegible]	PREFIX LETTER(S)	[illegible]

[illegible] FUNDS Interstate	COUNTY NAME Baker
[illegible] URBAN AREA	ROUTE NO. I · FEDERAL-AID I-[illegible] · STATE 6 · [illegible]

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
PE		I-80N 0.87 mile south of Powder River then South 7.08 miles					
ROW							
CONST (CODE)		(Powder River-Baldock Slough Sec.)	7.08	6,100,000	5,627,000	47[illegible]	
		PROJECT TOTALS	7.08	6,1[illegible]	5,[illegible]	[illegible]	

[illegible] BY

[illegible] APPROVAL DATES

Budget Bureau No. 4[illegible] [illegible] February 28, [illegible]

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

[illegible]	YEAR	[illegible]	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
[illegible] 20	90	08	Oregon	35	042	635

PROJECT NUMBER

[illegible]	[illegible]	PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
		I-	80-7	(33)	289 N

COUNTY NAME: Baker

CODE: [illegible]

PROGRAM STAGE: ☐ 1 OR ☒ 2

ROUTE	FEDERAL-AID	STATE	U.S.
	I-80N	6	I-80N

ESTIMATED PROJECT COST BY PHASES

FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			Gr., Dr., 4-12' lanes of H.T. pave. with 10' R & 6' L shldrs, 106' median, 2 U'xing strs. and 1 twin bridge (Length 85', H.C. 42'), rest area and 20' to 24' frontage roads.
5,627,000	473,000		ROW - 280' min.; Access Control - full; Parking Restrictions - complete.
5,627,000	473,000		

REMARKS

Additional Data: Items 104, 487 and 584; Projects I-80N-7(3)284; I-80N-7(22)284 and I-80N-7(2[illegible])284, respectively.

over

USCOMM DUSCOMM-DC 45908-P61

POWDER RIVER-BALDOCK SLOUGH SECTION

Remarks: continued

Project Data: The project consists of grading and draining, four 12-foot lanes of high-type pavement with 10' R and 6' L shoulders, 106' median. Construction of 2 undercrossing structures and 1 twin bridge as tabulated below under structures. Construction of west and eastbound rest areas complete with parking, illumination, and sanitary facilities. Construct 20' to 24' frontage roads.

Roadway: Type Code 6203

Structures:

M.P.	Description	Type Code	Est. Cost
0.0	North end of project		
1.6	County Rd. #714 U'xing; Br. No. 9802; Hwy. under Hwy.; Post-tensioned Conc. Box Girder; Length 412'; H.C. 32'	X781	$250,000
5.6	County Rd. #712 U'xing; Br. No. 9803; Hwy. under Hwy.; Post-tensioned Conc. Box Girder; Length 292'; H.C. 32'.	X781	230,000
6.8	Baldock Slough Bridges; Br. Nos. 9507 and 9507A; Hwy. over Waterway; Twin Reinf. Conc. Deck Slab; Length 85' ea.; H.C. 42' ea.	X020	140,000
	Str. total est. cost		$620,000

Utilities: ROW and adjustment programmed under I-80N-7(28)284.

Public Hearing: Held June 30, 1965.

Design: Approved by FHWA memorandum of May 13, 1969.

State and District Clearinghouse Review: Exempt under paragraph 2(b) of IM 50-1-70 per FHWA memorandum of March 31, 1970 (substantial amount of right of way acquired prior to September 30, 1969).

UNITED STATES GOVERNMENT

Memorandum

U.S. Department of Transportation
Federal Highway Administration
[illegible]
Salem, [illegible]

TO : [illegible], State Highway Engineer
[illegible] D. Marchant

DATE: December 1, [illegible]

In reply refer to: [illegible]

FROM : [illegible], Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-7(-)
Powder River - Baldock Slough Section

The detail drawings for the structures submitted with Mr. Merchant's November 23 letter have been reviewed. We have no comments to make regarding these plans.

cc:
Bridge

NOTED
A. E. J[illegible]

W. D. Marchant
12-4-70

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DEC 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

378-6511
XXXXXXXXX

November 23, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

NOTED
A. E. JOHNSON

Re: State-Baker Valley Irrigation District
North Powder-Baker Utility Project
Powder River-[illegible]
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(28)284

Dear Sir:

Attached is draft of an agreement between the State and the Baker Valley Irrigation District. Also attached is a certification, submitted by our Mr. Fillmore, as to the rights in the land occupied by the irrigation facilities.

The provisions of the agreement will constitute payment in full for any damages to those irrigation facilities owned by the District, which are disturbed by our proposed construction on this project.

Your approval of this agreement is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad & Utility Engineer

[illegible]
cc [illegible]
[illegible] (2)

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OFFICE OF
STATE HIGHWAY E

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OCT [illegible] 1970
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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

378-[illegible]

I-80N-7(33)289
7516

September 30, 1970

California-Pacific Utilities Company
[illegible] Front Street
Baker, Oregon 97814

ATTN: Mr. C. Stanley Rasmussen,
Division Supt.

Re: Power Distribution Line
N. Powder-Baker [illegible]
Powder River-[illegible] Sec.
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(28)284

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of September 16, 1970, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of September 30, 1970.

Please contact Mr. C. E. Payton, Resident Engineer, 1120 S. Bridge St., Baker, Oregon 97814, Phone: 523-5704, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to September 30, 1970, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Railroad & Utility Engineer

RECEIVED
OCT 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

PDP:dlg
cc: California Pacific - San Francisco
~~A. S. [illegible]~~
~~[illegible]~~
V. L. Gallagher (w/attach) (2)
V. E. Skoog "
H. S. Coulter (w/attach) (2)
C. E. Payton "
C. A. Starkey "
H. M. Fillmore "

Note:
attachment
is with N.
Powder-Powder
River Sec.-
Same date
P

Note to H. S. Coulter: Please have a State Force Order prepared and submitted for this work. (Project No. I-80N-7(28)284, Prefix 601-10[illegible]0) Return one copy of Est. and sketch with SFO.

RECEIVED
AUG 14 1970

FOR FILING

[illegible] 7(33)989
7516.

August 13, 1970

Oregon State Highway Commission

Gentlemen:

The purchase of right-of-way for the Powder River-Baldock Slough and Baldock Slough-Richland Sections of the I-80N Highway has resulted in the taking of 261.4 acres of land from 20 separate grantors all located within the Baker Valley Irrigation District. The petition has been prepared in compliance with the law requesting exclusion of these lands from the district. The petition reports to the Baker Valley Irrigation District that the Highway Commission will pay the currently due portion of the construction costs charged to the property and the operation and maintenance assessments up to and including the date of entry of a final order of exclusion by the Baker Valley Irrigation District. The total cost will be approximately $870.

yellow

I recommend your approval and request authority for the Secretary to sign the petition for and on your behalf.

This matter will be on the agenda for your consideration at the meeting of August 18.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
V. E. Skoog
L. H. Young
D. H. Moehring
H. S. Coulter

TE:ja mc

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF [illegible]
[illegible]
Bureau of [illegible]
[illegible]
Salem OR 97309
DATE: June 1, 1970

In reply refer to: 08-[illegible]

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
for Salem, Oregon

Edwards

SUBJECT: Oregon Project I-80N-7( )
Powder River - Baldock Slough Section
Old Oregon Trail Highway
Baker Valley Rest Area

Regarding Mr. Edward's May 6, 1970 letter on the above subject, we agree that the environment of the area should be fully considered in the design of a highway facility. This rest area will be located at the edge of sagebrush land near the Old Oregon Trail with a good view of the Blue Mountains. A rustic design would be compatible with this environment.

The costs of the toilet facilities would be reduced with a single building design. There are also subtle human factors concerning actual or imagined elements of personal security which would support the single-building design concept.

The wall does help establish a courtyard appearance. It also provides a shadow area that may detract from security aspects of the rest area.

Your reconsideration of the two-building concept and the wall is recommended.

RECEIVED
JUN 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible] GOVERNMENT

Memorandum

To: [illegible] Cooper, State Highway Engineer
[illegible]
Attn: Mr. T. R. Edwards

From: A. E. [illegible], Division Engineer
Salem, Oregon

Subject: [illegible] Project I-80N-7(-)
[illegible] Bridges

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 3[illegible]
Salem OR 97308
DATE: June 2, 1970

In reply refer to: 08-35.6

Revised preliminary plans submitted by Mr. Edwards' May 27, 1970 letter are approved.

NOTED
F.B. KLABOE

[illegible]
6-5-70

NOTED
TOM EDWARDS

RECEIVED
JUN 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]

[illegible]

Re: [illegible]

Dear Sir:

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]

[illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box [illegible]
Salem OR 97308

Memorandum

DATE: April 14, 1970

In reply refer to: 08-33.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

KLABOE

SUBJECT: Oregon Project I-80N-7( )284
Baldock Slough Bridges

We have just completed a field review of the proposed bridge site. A 20-foot structure was constructed many years ago across this slough approximately 1/2 mile downstream for a road leading into County Road 712. This structure was replaced recently by County forces with two 54" round culverts and they have been operating adequately. It appears that a 25' channel is more than ample to meet existing conditions. If additional water storage is necessary perhaps a small basin might be provided on the downstream side of the structure.

A channel width of 25 feet as proposed in your grading plan submission should be extended underneath the structure. In view of this new information, would you please re-evaluate the proposed structure width at this site.

4-16-70

REFERRED TO Barker
BY ASST. STATE HWY. ENGR.

RECEIVED
APR 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
1 Parker
2 Hall
A. Olson
Sample
Turpin
Swenson
Trout
Wilk
Hucklemen
Scott
R. Olson
Carstensen

RECEIVED
APR 17 1970
DESIGN
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

May 6, 1970

Mr. [illegible] Simpson
[illegible] Engineer
Bureau of Public Roads
P. O. Box [illegible]
Salem, Oregon [illegible]

Re: Baker Valley Rest Area
[illegible]
[illegible]
Old Oregon Trail Highway
Baker County

Dear [illegible]:

[illegible] your letter of April 17 regarding [illegible] of our proposed design at the Baker Valley [illegible]

[illegible]

[illegible]

[illegible]

Mr. [illegible]
[illegible]
Page 2

The Bureau of Public Roads has gone on record, [illegible] of bridges to make them harmonize with the environment and be pleasing to the public. This, also, [illegible] rest area facilities.

There is even more reason in this area to [illegible] a facility that is aesthetically pleasing. The area is rich in [illegible] history and the design [illegible] a [illegible] appearance.

In light of the above and the fact that the Bureau of Public Roads has indicated [illegible] should be [illegible], we urge reconsideration and approval of the plan as submitted.

A preliminary estimate for this design, which includes the buildings, sidewalks and walls for both the [illegible] rest areas, is [illegible]. [illegible] This gives a difference of approximately [illegible]. [illegible] would be the same for either plan.

Very truly yours,

[illegible]
State Highway Engineer

By

[illegible]
Assistant State Highway Engineer

cc: [illegible]
[illegible]
[illegible]
[illegible]

[illegible]

Doc

[illegible]
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 399
Salem OR 97308

DATE: April 17, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project I-80N-7(-)
Powder River-Baldock Slough Section
Old Oregon Trail Highway
Baker Valley Safety Rest Area Buildings

The rest area building layouts submitted by Mr. Merchant's March 27, letter shows some departure in design from your past practices. Although your previous functional building designs have been completely acceptable some added consideration to amenities is in accord with design trends and could be part of an approved plan. However, it is recommended that you reconsider your proposal for using two separate buildings and the extent of adorning rock masonry wall. The area of the two separate toilet buildings is about 45% greater than your current design single-toilet building with the same capacity. Objections to the walls are the relatively high cost of masonry work and the questionable need, either functional or asthetic, for confining the rest area buildings.

Evans
RB

RECEIVED
APR 23 1970
BRIDGE DIVISION

RECEIVED
APR 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MAY 5 1970

FOR FILING

I-80N-7(3)287

1516

To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

May 4, 1970

SUBJECT: Powder River-Baldock Slough
Old Oregon Trail Highway
Baker County

Mr. Tom Edwards
Assistant State Highway Engineer
Salem

In accordance with your telephone request to H. S. Coulter, we have made a study in an attempt to come up with information regarding the width of the channel of Baldock Slough as it crosses the proposed I80N.

Attached is a copy of a letter from L. V. Blickenstaff wherein he indicates that in discussions with the Baker Valley Irrigation District and with the U.S. Soil Conservation, these people have plans at some undetermined date in the future of lowering the channel grade of Baldock Slough approximately eight feet in the vicinity of our crossing.

There have been no apparent ice problems in the slough.

There are numerous temporary irrigation dams placed across the channel upstream and downstream. Also currently under our highway and under the county road, pipe culverts are installed to handle the flow.

Herb Schell, B.P.R. Bridge Engineer, was here recently and in company with A. A. Rear and C. O. Fredrickson, looked at the area. Apparently after viewing it Mr. Schell was more agreeable to the 40 foot wide channel.

I believe there has been a hydraulic study made in Salem which must be available in the design office.

We have had many conversations with natives in the area and apparently we can't find any real justification for a 40 foot wide channel.

H. S. Coulter
Division Engineer

By

for

Alfred Shirley, Jr.
Assistant Division Engineer

RECEIVED
MAY 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
[illegible]
cc: [illegible] Merchant
[illegible]

Form 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Baker, Ore.
May 1, 1970

SUBJECT: Powder River-Baldock Slough Sec,
Old Oregon Trail Highway
Baker County

To: Mr. H. S. Coulter
Division Engineer
La Grande

Attention Mr. A. Shirley, Jr.:

On April 29 I investigated the Baldock Slough drainage as you requested in the vicinity of Sta. 1795 to obtain information which would have a bearing on the size of the structures needed under the freeway.

I noted that lately Baker County has rebuilt a section of a county road about 3000 feet downstream of our proposed crossing and has installed two 72" x 44" arch type pipes in Baldock Slough under the county road. Slightly downstream from these pipes is an old county road bridge with a span of 21 feet and a vertical clearance of 5 feet. I also noted in several places, both upstream and downstream, the flow of the slough is restricted by dams built by the local farmers. At least one of them is a dam with a spillway which was formerly used to obtain irrigation water from the slough. Others are berms with a pipe under them and are used to carry irrigation ditches across the slough.

I talked to Mr. Walter W. Colton who has lived in this area for 52 years and he says during that time he has seen nothing to indicate, the present or future need for a structure with a larger capacity than the twin pipes installed by the county. I asked him about the possibility of Baldock Slough being lowered and cleared of obstructions and he said there has been a study made of this and he feels sure this will be done.

In pursuing this possibility further I find that Mr. Fillmore has discussed this with the Baker Valley Irrigation District and with the U. S. Soil Conservation Dept. and that they recommend our proposed structures provide for lowering Baldock Slough about 8 feet in this vicinity and with a channel bottom of 10 feet with 2 : 1 slopes.

This would require us to provide a 42 foot wide channel at the present elevation. Since the farmers and the agencies involved all seem to recognize the need for improved drainage in this area I believe this will be done and that we should provide for it.

L. V. Blickenstaff
L. V. Blickenstaff
Resident Engineer

c/c Mort Fillmore

P.S. Mr. Colton said there had been no ice problems in the slough.

[illegible]
FOR [illegible]

[illegible] [illegible] Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

[illegible], Division Engineer
Salem, Oregon

U.S. D[illegible]
[illegible]
[illegible]
Salem, Or. [illegible]
DATE: February 2[illegible], [illegible]

In reply refer to: [illegible]

SUBJECT: Oregon I-80N-7(-)284
[illegible] River - Baldock Slough Section

I hereby approve the preliminary plans for the County Road No. 712 Undercrossing Structure submitted by Mr. Wallace's February 9, 1970 letter.

NOTED
[illegible] EDWARDS

RECEIVED
FEB 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

3-3315 Milo McIver State Park Section, 1971
N.W. of Estacada
#7518 (Overnight camp area)

FOR FILING

7518

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1972

SUBJECT: McIver State Park
Overnight Camp Area
Contract 7518
Double handling of
excavated material

To:

Mr. A. C. Harwood
Region Construction Engineer

MILWAUKIE

Your letter of February 22, 1972, indicates that the contractor on the subject project was directed by the Resident Engineer to handle twice the coarse material excavated from the electric and water supply line trenches. We have checked with the Parks Section and found this to be a true situation.

Please initiate a price agreement with the contractor to compensate him for this double handling.

ORIGINAL SIGNED
R.W. ELLISON

Walter J. Hart
Bridge Engineer

NO[illegible]
A.E. [redacted]

RWE:dh

cc A. E. Johnson
R. V. [illegible]
R. J. Wright

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 7 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7516 Contractor Parker-Northwest Construction Co.

Highway

Section Milo McIver Overnight Camp Area

Kind of Work Park facilities, grading, and surfacing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 25 days account plumbers strike, 14 days account carpenters strike and 10 days account miscellaneous extra work involved in plan changes, total 49 days without assessment of liquidated damages.

Recommended for Approval:

Division Engineer

Bridge Engineer

Orig. Signed by C. E. Johnson Asst.
State Highway Engineer

Contract No. [illegible] 7516

Project designation State
State-Federal

Date awarded February 1, 1971

Work started March 12, 1971

Per cent complete [illegible] November 12, 1971
Specified completion date

No. of Workdays Allowed 9-30-71

No. of Workdays Used

No. of Added Workdays Requested 49

[illegible]

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Date October 13, 1971

Oregon State Highway Commission
Salem, Oregon 97310

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 168 days to 201 days, within which to complete our Contract No. 7318, without the assessment of liquidated damages. The said contract is described as follows:
Extend contract completion from Sept. 30, 1971, to Nov. 18, 1971.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

	PERIOD	CAL. DAYS	WORK DAYS
Plumber's strike	3/26 - 4/19	25	17
Extremely wet weather	4/23 - 5/14	21	16
Carpenter's strike	6/29 - 7/13	14	10
Inclement weather	8-31 - 9-06	6	4
		66	47

Respectfully submitted,

PARKER-NORTHWEST CONSTRUCTION COMPANY
Contractor

By James M. [illegible]
James M. [illegible] - Project Manager

CONSENT OF SURETY

Date October 15, 1971

We, GENERAL INSURANCE COMPANY OF AMERICA

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

S.R. Palrose, Jr. J.B.L. & K. CORPORATION

(SEAL)

Resident Agent

RECEIVED
DEC 21 1971
BRIDGE DIVISION

RECEIVED
DEC 15 1971
R. V. COTTON
Resident Bridge Engineer

[illegible] WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

[illegible]	[illegible]	[illegible]
	HIGHWAY	[illegible]
[illegible]	KIND OF WORK [illegible]	
CONTRACTOR [illegible] & Construction Company	[illegible] 7316	[illegible]
DATE OF CONTRACT February 1, 1971	DATE WORK STARTED March 12, 1971	ESTIMATED COMPLETION DATE December 21, [illegible]
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 162,519.51	SPECIFIED COMPLETION DATE September 30, 1971	PERCENT OF [illegible]
EXCLUSIVE OF ENGINEERING: $ 149,632.50	ENGINEERING AUTHORIZATION $ 12,887.01	PERCENT [illegible] BASED ON ESTIMATED COST [illegible]
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 141,685.15	ENGINEERING COST TO DATE $ 14,177.04	PERCENT OF [illegible] TOTAL AUTHORIZATION [illegible]
[illegible] PERCENT [illegible] 5.31 %	PERCENT OF AUTHORIZATION 110.0 %	DATE PROJECT WAS COMPLETED December 21, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS [illegible]	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
[illegible] QUANTITIES					
[illegible] DAILY QUANTITIES NECESSARY TO [illegible] ON TIME					
[illegible] PER DAY					

[illegible] DURING THE WEEK:

Misc, Hand Tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
[illegible] 19	[illegible] Cloudy			
[illegible] 20	Rain Showers			
[illegible] 21	[illegible]			
[illegible]AY				
[illegible]				
[illegible]				
[illegible] 24	Cloudy			

Routing
Morgan
Decker
Bond
Walker
Boonme
Johnsen

RECEIVED
DEC 27 1971
CONSTRUCTION
DIVISION

[illegible] ACTIVITIES FOR THE WEEK

SUNDAY 19	No activity.
MONDAY 20	Plumber replaced the pressure-temperature relief valves [illegible] on the hot water storage tank. Also tightened the [illegible] the tank. Tile man replaced broken tile in the women's shower room.
TUESDAY 21	Cleaned up the camp sites and the area around the utility building. The state electrical inspector came out to the jobsite and gave a final inspection of all the electrical system. The job is complete as of this date.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY 18	Cleaned up the windows in the registration building. Partition man replaced the broken screws in the mens shower room.

REMARKS

[illegible] Project Complete.

SIGNED R. V. [illegible] LOCATION [illegible]

February [illegible]

[illegible] Company
[illegible]
[illegible]

Gentlemen:

[illegible]

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]
[illegible]

[illegible]

[illegible]

S-550(1) Deschutes River (Tumalo) Br. 1971
Sec., FAS 946 at Tumalo, W. of
#7519 Bend. (Grad., pav., struct.)

[illegible]

OREGON STATE
HIGHWAY DEPARTMENT
FORM A-130 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 11[illegible]

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-[illegible]-72	CS 1307		909-1077-837

Contract 7519
S-580(1)

Deschutes County
Board of Commissioners
Courthouse
Bend, Oregon 97701

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Deschutes River (Tumalo) Bridge Section FAS 580 Governed by agreement dated 4-21-70			
County advance deposit Amount previously transferred	26,200.00 [illegible]		$ 7,[illegible]
Federal share of construction costs Amount previously transferred	23,526.47 [illegible]		[illegible]
to be refunded			$ 2,[illegible]

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $______________

By______________________

[illegible]
[illegible]
[illegible] • BEND, OREGON 97701
TELEPHONE [illegible]

November 4, 1971

H. S. Cox
County and City Engineer
Highway Building
Salem, Oregon 97310

Dear Sir:

This correspondence is relative to our recent conversation regarding the expenditure of the 1% F.A.S. funds for bicycle and pedestrian trails.

It is our feeling that we have fulfilled our obligation for some time with our expenditure on the Tumalo State Park Bridge project. We feel that approximately [illegible] was spent to facilitate pedestrian and bicycle traffic on this project.

If you need further information, let us know and we will be happy to furnish it.

Sincerely,

Charles L. Plummer

Charles L. Plummer
Director of Public Works

CLP:jm

RECEIVED
COUNTY & CITY SECTION
NOV 5 1971
[illegible]

[illegible]

Oregon State Highway Commission

Gentlemen:

[illegible]

[illegible]

[illegible]

Respectfully yours,

[illegible]
State Highway Engineer

cc: Commissioners
[illegible]

[illegible]

[illegible]
[illegible]
[illegible] FIRST STREET • BEND, OREGON [illegible]
TELEPHONE [illegible]

August 27, 1971

Mr. James Putnam
Division Engineer District 4
Oregon State Highway Department
Bend, Oregon 97701

Re: **Project #S-580 (1)**
Deschutes River Tumalo Bridge
FAS 946

Dear Sir:

As per our meeting and inspection of this structure on this site this date, this will serve to advise you that I personally inspected this structure and appurtenances and feel that this structure was constructed according to the plans and specifications.

I would at this time accept this project in behalf of Deschutes County.

Sincerely,

Charles

Charles L. Plummer
Roadmaster

CLP:jm
cc: H.S. Cox
Engineer
County and City Division
Salem, Oregon

RECEIVED
[illegible]

[illegible]

FOR FILING

[illegible]

June 3, [illegible]

Mr. [illegible], Director
Department of [illegible] Quality
[illegible]
[illegible]
Portland, Oregon [illegible]

Dear Mr. [illegible]:

This is in reply to your letter of May [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

cc: [illegible]

Sincerely,

[illegible]

DEPARTMENT OF
ENVIRONMENTAL QUALITY

STATE OFFICE BUILDING • 1400 S.W. 5th AVENUE • PORTLAND, OREGON • 97201

TOM McCALL
Governor

KENNETH H. SPIES
Director

ENVIRONMENTAL QUALITY
COMMISSION

B. A. McPHILLIPS
Chairman, McMinnville

EDWARD C. HARMS, JR.
Springfield

STORRS S. WATERMAN
Portland

GEORGE A. McMATH
Portland

ARNOLD M. COGAN
Portland

Release [illegible]
Dist [illegible]

May 25, 1971

[illegible]

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Dept.
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

On May 11, 1971, Mr. C. K. Ashbaker, our district engineer in Bend, Oregon, received a complaint of turbidity in the Deschutes River below Bend. Upon investigation he found that the turbidity was caused by bridge construction at Tumalo Park.

Upon discussing the problem with both the resident bridge engineer and the contractor, Mr. Ashbaker got the impression that neither the Highway Department nor the contractor had given any thought to controlling or minimizing turbidity.

The bridge was being constructed with two concrete piers to be placed fifteen feet out into the river. In order to dewater the area so that the piers could be constructed, dirt was pushed into the river to displace the water. The pier footings were then excavated in the dirt berm. After the piers were constructed, the dirt was pushed out of the river. One can imagine the turbidity caused by this method of construction.

It is requested that maximum consideration be given to minimizing effects on the environment during the processes of bridge design and construction; and, also, that this office or our district engineers in Portland, Bend, Pendleton, Eugene, or Medford be notified when a contract is awarded for construction along a waterway so that we can work with the contractor on potential turbidity problems.

Very truly yours,

Kenneth H Spies

Kenneth H. Spies, Director
Dept. of Environmental Quality

EJW:ch

cc: Bend Dist. Office
cc: Eugene Dist. Office
cc: Medford Dist. Office
cc: Pendleton Dist. Office
cc: Portland Dist. Office

RECEIVED
MAY 26 1971
[illegible]

MAY 17 1971

FOR[redacted] CO. GENERAL HEADQUARTERS PITTSBURGH, PA. • OFFICES IN PRINCIPAL CITIES

SAN FRANCISCO REGIONAL HEADQUARTERS:
ONE [redacted] CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B.C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

DATE: MAY 14, 1971

S-580(1)
7519

TO: OREGON STATE HIGHWAY COMMISSION
STATE HWY. BLDG.
SALEM, OREGON

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as:

TUMALO BRIDGE *Contract 7519*

in the county of ______________, State of Oregon, and on the order of (contractor) R. L. COATS CO. . Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 17TH day of MAY 19 71 , and a lien may be claimed for all such materialsor supplies delivered on and after that date. The payment by owner or lender to the contractor does not remive the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice of any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the state of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

Very truly youre,

L. B. FOSTER COMPANY

Aileen Roberts
AILEEN ROBERTS
OFFICER MANAGER

[redacted]AIL NO. [illegible]
CERTIFIED
JOB TUMALO BRIDGE

NOTED
LLOYD QUERY

[redacted]ructural • RENTAL Steel-Sheet PILING • PIPE PILE • H-BEARING PILING • RAILS • TRACK ACCESSORIES

PRINTED IN U.S.A.

[illegible]
ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) [illegible]
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B.C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

PUBLIC JOB

Through the normal course of business, we would certainly not exercise a lien on your project -- a project which is important to ourselves and to our customers. It is our understanding, however, that present laws dictate that we send this preliminary notice.

In order to preserve Lien and Stop Notice rights, a material dealer or sub-contractor has to send a preliminary notice, not later than 10 days after first delivery or commencement of work on each job, to the Prime Contractor.

We appreciate your cooperation in this matter, and hope that you will call if there are any questions.

L. B. FOSTER COMPANY

RECEIVED
MAY 17 19[illegible]
OREGON
[illegible]

[illegible]

[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

[illegible]
[illegible]
[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]
[illegible]

By

[illegible]
[illegible]

[illegible]

[illegible]
HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

[illegible]

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-2[illegible]-73	CC 1250		509-1077-997

Deschutes County
Board of Commissioners
Deschutes County Courthouse
Bend, Oregon 97701

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON [illegible]

RECEIVED
COUNTY & CITY SECTION
FEB 24 [illegible]

DESCRIPTION	QUANTITY	UNIT PRICE	[illegible]
Attention: Charles Plummer, Roadmaster			
Advance Deposit			[illegible]
Partial transfer of the Advance Deposit for the Deschutes River (Tumalo) Bridge Section O. B. Riley Road, FAS 946.			[illegible]
To be retained			[illegible]
(Covered by agreement dated 4-21-70)			

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_______________

By________________________________

STATE COPY

[illegible] 2453	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	[illegible]
PROJECT [illegible] 3	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 2-18-71	[illegible]

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Deschutes River (Tumalo) Bridge

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	[illegible]
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-6-71	[illegible]
OTHER (Specify)		

FUNDS [illegible]

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ [illegible]	$ [illegible]

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Name of State Highway Department)

By [illegible]

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

Sgd: R. E. [illegible]

Date executed by Division Engineer February 18, 1971

Oregon State Highway Division

Federal-Aid
Project No. S-[illegible] (1)

DESCHUTES RIVER (TUMALO) BRIDGE SECTION

FAS 946, DESCHUTES COUNTY

Salem, Oregon, February 11, 1971

Project agreement estimate.

Type Code 6201
Roadway (Sta. 52+00.44 to Sta. 63+00)

Temporary Protection & Direction of Traffic	All Required		$ 1,500.00
Clearing and Grubbing	All Required		200.00
Removal of Structures and Obstructions	All Required		200.00
Embankment in Place	3,900 cu. yd.	1.00	3,900.00
Trench Excavation	60 cu. yd.	5.00	300.00
Finishing Roadbed and Slopes	All Required		600.00
Obliteration of Roadway	All Required		100.00
Watering	120 M-gal.	3.00	360.00
Coarse Aggregate Base	1,980 cu. yd.	5.00	9,900.00
3/4" - 0 Aggregate Base	500 cu. yd.	6.00	3,000.00
Class "B" Asphalt Concrete	960 ton	12.48	11,980.80
3/4" - 0 Aggregate in Prime Coat	32 cu. yd.	8.00	256.00
RC-250 Asphalt in Prime Coat	5 ton	100.00	500.00
8-inch Culvert Pipe	70 lin. ft.	3.00	210.00
18-inch Culvert Pipe	86 lin. ft.	5.00	430.00
Guard Rail, Type 2A	500 lin. ft.	5.00	2,500.00
Guard Rail Anchors	4 only	200.00	800.00
Extra for Guard Rail Bridge Connection	4 only	200.00	800.00
Extra for Asphalt Approaches	3 only	75.00	225.00
			$37,761.80
Flagging (60% of Contractors Cost)	All Required		$ 500.00
Permanent Pavement Striping	All Required		250.00
Temporary Erosion Control	All Required		500.00
Temporary Striping	All Required		1,000.00
			$ 2,250.00
	Subtotal		$40,011.80
	Engr. & Cont.		5,[illegible]
	Total		$[illegible]

[illegible]
[illegible] (Sta. 56+30 to Sta. 57+80)

Bridge Removal Work	All Required		$ [illegible]
Shoring, Cribbing, Etc.	All Required		10,[illegible]
Structure Excavation	200 cu. yd.	1.00	[illegible]
Structure Excavation Below Elevation Shown	20 cu. yd.	10.00	[illegible]
Furnish Steel Piling	300 lin. ft.	6.50	1,[illegible]
Drive Steel Piling	12 only	100.00	1,200.00
Splice Steel Piles	3 only	40.00	[illegible]
Class A. Concrete (510 cu. yd.)	All Required		37,000.00
Reinforcement (112,500 lbs.)	All Required		15,[illegible]
Three Tube Metal Railing	296 lin. ft.	20.00	5,9[illegible]
Pedestrian Handrail	148 lin. ft.	22.00	3,2[illegible]
	Subtotal		$75,3[illegible]
	Engr. & Cont.		10,171.[illegible]
	Total		$85,5[illegible]

Length of Roadway	0.028 mile
Length of Structure	0.168 mile
Total	0.1[illegible] mile

Cost of Roadway Per Mile $1,621,892.86

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	Cou[illegible]
Roadway	$ 45,413.00	$28,855.00	$ 8,279.00	$ 8,2[illegible]
Bridge	85,517.00	54,337.00	15,590.00	15,[illegible]
Total	$130,930.00	$83,192.00	$[illegible],869.00	[illegible]

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 5[illegible], Laws 1939.
State Funds for Maint: Chap. 5[illegible], Laws 1939.

[illegible]
[illegible]
[illegible]

RECEIVED

(1)

7519

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 9, 1971

R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

The State Highway Commission on February 1, 1971, accepted your proposal for work on the Deschutes River (Tumalo) Bridge Section of FAS 946 in Deschutes County for the sum of $113,107.80 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7519.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 1, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lj
Enclosures

cc: [illegible]
[illegible]
[illegible] [illegible]
[illegible] [illegible]
[illegible]

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[illegible]
Salem OR 97308

DATE: January 15, 1971

In reply refer to: 08-35.1

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon FAS 946, Deschutes County
Clearance - Sec 4(f), DOT Act and Sec 138, Title 23, U.S.C.

My memorandum to you on October 5, 1970 furnished a copy of Administrator Turner's September 30 memorandum to Secretary Volpe recommending approval of Oregon's application.

The following teletype was received today from FHWA Associate Administrator for Right of Way and Environment, Mr. John A. Swanson:

> Confirming our December 30, 1970 telephone call, Secretary Volpe approved on December 24 for FAS 946 as it affects Tumalo State Park in Deschutes County, Oregon, under the provisions of Section 4(f), DOT Act and Section 138, Title 23. The project may be advanced in a normal manner.

Simpson:nig

cc:
Region (08-20.1)

REFERRED TO
1-19-71
By Asst. State Hwy. Engr

NOTED
TOM EDWARDS

RECEIVED
JAN 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. W. [illegible]

RECEIVED
COUNTY & CITY SECTION
JAN 19 1971

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible] STAGE 1-3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT
OREGON

1-6-71

BY
MR. YOUNG'S DECEMBER 16, 1970 LETTER

TITLE
PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1
ITEM NOS. ____ THRU ____

STAGE 2
ITEM NOS. 1047 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (Stage)
[illegible]	S-560(1)	0.20	$180,000	$114,300	LOCATION: DESCHUTES RIVER (TUMALO) BRIDGE SECTION. WORK: ONE STRUCTURE WITH GRADE, DRAIN AND HIGH TYPE PAVEMENT ON APPROACH SECTIONS.

1-6-71

RECEIVED
COUNTY & CITY SECTION
JAN 11 1971
[illegible]

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT IS LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE
1-6-71
SIGNATURE AND TITLE
R. E. [illegible]

[illegible] approval and [illegible] authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed [illegible] on the part of the Federal [illegible] Federal funds for the undertaking.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

(REV. 4-61)

FEDERAL-AID

12-16-70

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) Co. Rd. 1.2 mi. S. of US 20 (Tumalo), S. 0.20 mi.	ADT	PRESENT 300	FUTURE 500
CARD 3	CHARACTER OF PROPOSED WORK (32 typewriter spaces) Gr., Dr., High-Type Pave., 1 Br.	NAT'L. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.
		DA AREA	EMERG. YR.		
CARD 4	CLASS OF FEDERAL FUNDS Secondary	NAME OF URBAN AREA	COUNTY NAME	ROUTE NO. S	FEDERAL 916

ESTIMATED PROJECT

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
5					PE		Co. Rd. 1.2 mi. S. of Jct. US 20 at Tumalo, S. 0.20 mi.			
5					ROW		[Deschutes River (Tumalo) Bridge Sec.]			
5					CONST (CODE)			0.20	180,000	114,

CARD 3	CODE 1	PREPARED BY	PROJECT TOTALS	0.20 | 180,000 | 114,

PROGRAM APPROVAL DATES

Budget Bureau No. 41 [illegible] Approval Expires February 28, 19[illegible]

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-70

DT	PRESENT 300	FUTURE 500	YEAR 90	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 022	ITEM NO. 1047

PROJECT NUMBER

DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S) S-	NUMBER 580	SEQ. NO. (1)	NL DESIG.

COUNTY NAME Deschutes

CODE

PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. S — FEDERAL-AID 946 — STATE Co.Rd. — U.S.

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				Gr., Dr., 2-12' lanes B.T. pave., 4' shlds. Const. one reinf. conc. slab span bridge, length 150', R.C. 32'.
180,000	114,300	32,8[illegible]	32,850 (Co.)	RW - 60' min.; Access Control - none; Parking Restrictions - none.
180,000	114,300	32,850	32,850 (Co.)	

REMARKS

-over-

USCOMM DUSCOMM-DC 48803-P61

DESCHUTES RIVER ([illegible]) BRIDGE SECTION
PRO[illegible] S[illegible]

Existing Facilities:

Roadway: 20' oil mat with gravel shoulders.

Structure: Single-span steel [illegible] truss on tubular steel piers, length 143'-3", Horz. Clearance 15'-2".

Adjacent Sections:

North End: 20' oil mat with 2' to 6' gravel shoulders.

South End: Same

Project Data: Construct, on improved alignment, a reinforced concrete slab span bridge, Type Code X620, 150' in length with a clear roadway of 32' (two 12' travel lanes and 4' shoulders) having a 5' sidewalk on the downstream (easterly) side. Grade, drain and pave with A.C. the approaches and connections. The roadway, Type Code 6[illegible], is to have two 12' travel lanes with 4' shoulders. Construct a 5' A.C. footpath on the easterly side. Guardrail and sight posts are to be included in the contract. Contractor to remove and dispose of the existing structure. Any necessary riprap is to be placed by contractor. Signing and striping are to be included in the project.

Right of Way: 60' minimum

Access Control: None

Railroad Crossing: None

Minimum Design Standards: No deviations from standards.

System Action: Completed.

Public Hearing: Offered, but no requests received. Notices published Aug. 19, 1970 and Aug. 26, 1970.

Unusual or Complicated Situations: Special dispensation for a roadway involving park land was requested from the FHWA by Oregon State Highway Division letter of July 31, 1970.

Route Data: This is a school bus and mail route, a farm-to-market road, an industrial route, and a recreation route.

Historical and Recreation Areas: Park involved; see above under Unusual or Complicated Situations.

Relocation Assistance: No one was [illegible]. Project on State and County property.

Social, Economic & Environmental [illegible] Considered: Yes

Location/Design Approved: Dec[illegible] 16, 1970

State Clearinghouse Approval: [illegible], 1970

District 10 Clearinghouse Approval: In May 1970 when the Highway Division received State Clearinghouse approval there was no functioning district clearinghouse at that time and the Highway Division was informed by the State Clearinghouse that there will be no district review of this project.

Control of Utilities: The state does not, at this time, have legal authority to control the use by utilities of the right of way on this project. A state-county agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

S-520(1)
7519

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
December 15, 1970

SUBJECT: Deschutes River (Tumalo) Bridge Sect.
O. B. Riley Road
FAS 946
Deschutes County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a location-design approval form for the subject FAS-C project. Please return an approved copy to this office for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

Rtd's
COV
12-16-70

We will proceed to place the required notices in the proper news media.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt
Att.

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor Wolfe
F. L. Hall
L. H. Young
R. N. Chase
B. L. Gifford

NOTED
F. B. KLABOE

RECEIVED
DEC 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

LOCATION - DESIGN APPROVAL

COUNTY: DESCHUTES

SECTION: Deschutes River (Tumalo) Bridge

FAS NO.: 946

ROAD NAME: O. B. Riley Road

PROJECT DESCRIPTION: Construct a reinforced concrete bridge 150 feet long and 32 feet wide over the Deschutes River; and construct approximately 1,100 feet of roadway with 24 feet AC wearing surface and 4-foot gravel shoulders; all on O. B. Riley Road approximately 2 miles south of Tumalo.

ESTIMATED COST: $180,000

HIGHWAY COMMISSION APPROVAL: May 21, 1970

HEARING: None requested

STATE CLEARINGHOUSE REVIEW: June 15, 1970

SECTION 204 REVIEW: None required

REMARKS:

APPROVED: December 16, 1970

Assistant State Highway Engineer

[illegible]

[illegible] Board of Commissioners
[illegible]
[illegible]

[illegible]
[illegible]

Re: [illegible]
[illegible]
[illegible] County

[illegible]

[illegible] for the [illegible]

[illegible]

[illegible]

[illegible]

[illegible]
[illegible]

[illegible]
[illegible]

[illegible]

[illegible]

MEMO TO R. N. [illegible] Date: [illegible]

F-S [illegible], [illegible] COUNTY. [illegible] (Fenwick) [illegible] SECTION

TERMINI: Approx. ½ mile south of the community/[illegible] within [illegible] State Park.

PROPOSED WORK: Structure, and approaches.

PROJECT LENGTH: 1,100 feet.

COSTS:

	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	180,000	108,000	36,000	36,000	

EXISTING FACILITIES: 20' oil mat with gravel shoulders.

ADJACENT SECTIONS:
NORTH/~~EAST~~ END:
20' oil mat with gravel shoulders varying from 2' to 6' wide.
SOUTH/~~WEST~~ END:

PROJECT DATA: Construct a reinforced concrete bridge, on improved alignment, which is 180' long and a clear roadway of 32' for two 12' travel lanes and 4' shoulders, and with a 5' sidewalk on the down stream side. Also construct the approaches and connections having two 12' travel lanes and 4' shoulders. Surface to be AC. Construct a 5' AC foot path on the easterly side. [illegible] and [illegible] to be in contract. Contractor to remove and dispose of the existing structure. Any necessary rip rap is to be placed by contractor. Signing and striping are to be included in the project.

RIGHT-OF-WAY: 60' minimum

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviations from standards.

SYSTEM ACTION: Completed
PUBLIC HEARING: Offered, but no requests received. Notices dated 9/12 & 9/19, [illegible].
UNUSUAL OR COMPLICATED SITUATIONS: Special dispensation for a roadway involving park land was granted by the FHWA by letter dated ________.

ROUTE DATA: This is a school bus and mail route. A farm-to-market road and an industrial route. Also a recreation route.

Park and recreation area affected Yes, see above.
Relocation assistance No one was moved. Project on State and County property.

Social, economic & environmental effects considered Yes
Location and design approved 11/16/70
[illegible] use approved [illegible]
[illegible] at present does not have control of the utilities on the project but by the agreement before award the control will be [illegible].

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25, 1970

SUBJECT:

To:
H. S. Cox
County-City Engineer
BUILDING

Traffic Data
FAS 946
Deschutes County
Tumalo

Attention: Harold Reynoldson ✓

In accordance with your request, we are tabulating below average daily traffic (ADT) and design hour volume (DHV) for the Deschutes River Bridge Project on the subject route.

Due to the proximity of the Tumalo State Park, the design hour volume occurs during a summer weekend period.

		1970		1990	
Description	County	ADT	DHV	ADT	DHV
Deschutes River Bridge (FAS 946)	Deschutes	300	50	500	80

Robert E. Royer
Robert E. Royer
Planning Engineer

JH:ap

RECEIVED
COUNTY & CITY SECTION
NOV 25 1970

December 1, 1970
(date)

RECEIVED
COUNTY & CITY SECTION
DEC 15 1970
☐ ENGR. ☑ COOR. ☐ .E ☐ AE ☐ UE
☐ BPE ☐ CE ☐ RE ☐ BPE ☐

Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701

Attention: Mr. Charles Plummer, Roadmaster

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon ([illegible]). Retain the se[illegible] [illegible].

Highway FAS 946

Section Deschutes River (Tumalo) Bridge: Grade, Pave, & Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

December 3, 1970
(date)

By D L Penhollow

By G W McCann
Commissioner

By
Commissioner

cc: L. H. Young
Attn: [illegible]

Copy to: [illegible]
[illegible]
[illegible]
[illegible]

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Department

11-30 - County and City Section [illegible]
Other transfer of properties between
county and state [illegible]

SUBJECT: Federal Aid Project No. ____________

Highway No. FAS 946

Project Name Deschutes River (Tumalo)
Bridge Section, Deschutes County

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☒ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon,
this 30 day of November, 1970

DESCHUTES County

D. L. Penhollow
Chairman

G. H. McCann
Commissioner

____
Commissioner

RECEIVED
COUNTY & CITY SECTION
DEC 1 - 1970
[illegible]

(5/12/70)

[illegible] COUNTY
STATE OF OREGON
BEND, OREGON 97701

D. L. PENHOLLOW, COUNTY JUDGE
CHARLES L. PLUMMER, ROADMASTER

G. W. McCANN, COMMISSIONER
DOROTHY A. SMEAD, COMMISSIONER

November 24, 1970

Mr. H. S. Cox
County and City Engineer
County and City Division
Oregon State Highway Building
Salem, Oregon 97310

ATTENTION: Robert Prange ✓

RE: O. B. Riley Bridge Proposal

Dear Mr. Prange:

This correspondence is to inform you of the status of the O. B. Riley Bridge project. Enclosed you will find copies of the Affadavits of Publication which were run in the two local papers. Please be advised that as a result of these no hearings were requested and none [illegible].

The County has taken into consideration the social, economical, and environmental aspects and finds that the project is compatible to the planned arterial system of the County. At this time the County [illegible] the Highway Department to give location and design approval of the project.

Sincerely,

DESCHUTES COUNTY BOARD OF COMMISSIONERS:

D. L. Penhollow
D. L. Penhollow, Chairman

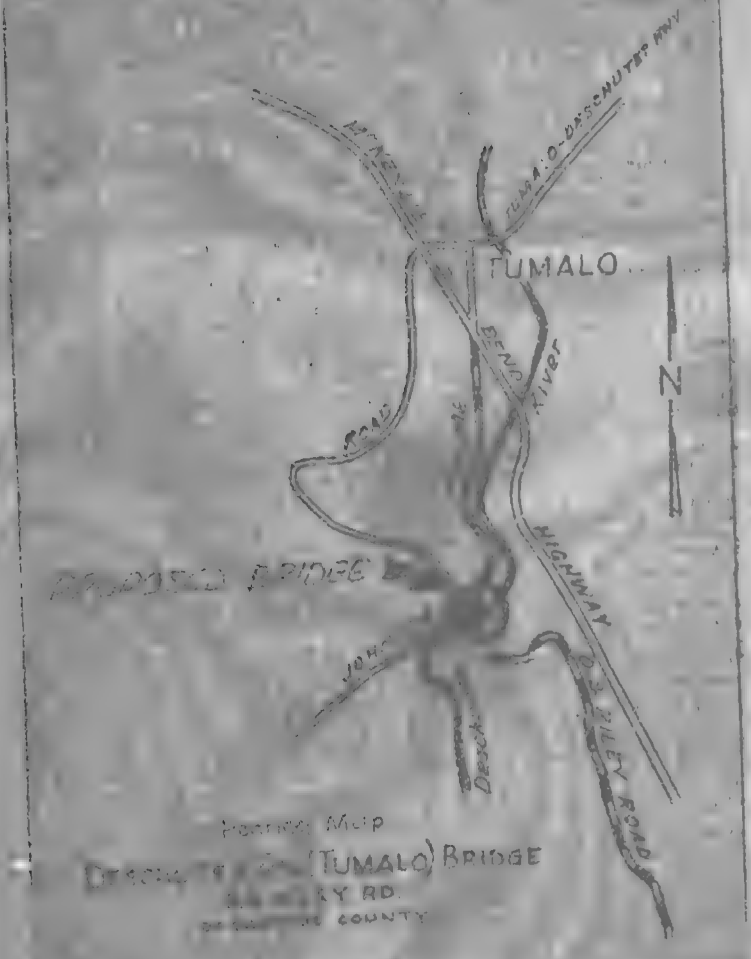
G. W. McCann
G. W. McCann, Commissioner

Dorothy A. Smead
Dorothy A. Smead, Commissioner

Enclosures (2)

RECEIVED
COUNTY & CITY DIVISION
DEC 4 1970
[illegible]

218-224-C



Affidavit of Publication

STATE OF OREGON, COUNTY OF DESCHUTES, – ss.

I, Mary Manning, being first duly sworn, depose and say that I am the Principal Clerk of the Publisher of The Bulletin, a newspaper of general circulation printed and published at Bend in the aforesaid county and state as defined by ORS 193.010 and ORS 193.020, that

County, Tumalo Bridge

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for two successive and consecutive weeks in the following issues: August 19, 26, 1970

Mary Manning

Subscribed and sworn to before me this 26th day of August, 1970.

Phyllis J. [illegible]

Notary Public for Oregon

(My Commission Expires 10-7-72)

AFFIDAVIT OF PUBLICATION

STATE OF OREGON)
County of Deschutes) ss.

I, Mary E. Brown [illegible] being first duly sworn, depose and say that I am the ~~owner, editor,~~ publisher, ~~business, advertising manager, principal clerk of The Redmond Spokesman, printer or his foreman~~ of The Redmond Spokesman, a newspaper of general circulation, as defined by ORS 193.010, printed and published at Redmond, Oregon, in the aforesaid county and state; and that the Road Hearing Notice

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for two successive and consecutive weeks in the following issues:

August 19, 1970

August 26, 1970

Mary E. Brown

Subscribed and sworn to before me this 23rd day of October 19 70

Rosalie E. Lindsay
Notary Public for Oregon.

My Commission expires Nov. 26 19 73

[illegible]

[illegible] River [illegible] Road [illegible]

The proposed [illegible] Interest [illegible] ment 32 [illegible] long over [illegible] State Park.

This notice is given [illegible] federal regulations [illegible] ing to this type of [illegible] required that [illegible] interested persons [illegible] program.

Any interested [illegible] public hearing [illegible] project, by [illegible] Deschutes County [illegible] before September [illegible]

In the event [illegible] public hearing [illegible] notice will be [illegible] and location of the [illegible]

Deschutes [illegible]

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box [illegible]
Salem OR 97308

T-590 (1)

5819

TO: Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 5, 1970

In reply refer to: 08-35.1

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

Johnson

SUBJECT: Oregon FAS 946, Deschutes County
Clearance - Sec 4(f), DOT Act and Sec 138, Title 23, USC

Enclosed for your information and file is a copy of the justification and recommendation for approval which the Administrator has presented to the Secretary.

When the final clearance is obtained from the Secretary you will be advised.

Enclosure
Memo, 9-30-70, Admin Turner to Sec Volpe

Simpson:nig

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

RECEIVED
OCT 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]

Honorable John A. Volpe
Secretary of Transportation

F. C. Turner
Federal Highway Administrator
by R. R. Bartelsmeyer

34-30

ACTION: Oregon, Deschutes County, FAS 946
Section 4(f) of the DOT Act and Section 138 of Title 23, U.S.C.

Enclosed is a statement in which we have indicated our acceptance of the use of Tumalo State Park land for highway purposes. Our review indicated that (1) there is no feasible and prudent alternative to the use of the subject lands, and (2) the State's proposal includes all possible planning to minimize harm resulting from such use. However, we would appreciate your approval before our Regional Administrator is advised of this action.

We are also enclosing information recently received from our Oregon [illegible] office pertaining to this matter.

For convenience of your staff we have included on this memorandum concurrence blocks for the Under Secretary, the Assistant Secretary for Environment and Urban Systems, and the General Counsel.

We will be available to confer with you or your staff on this request should you desire.

Enclosure

Date ________ Approve ________
Secretary of Transportation

Date ________ Concur ________
J. M. Beggs, Under Secretary

Date ________ Concur ________
J. D. Braman, Assistant Secretary
Environment and Urban Systems

Date ________ Concur ________
J. A. Washington, General Counsel

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C.

IN THE MATTER OF THE USE OF TUMALO STATE PARK IN DESCHUTES COUNTY, OREGON FOR FAS 946

The Federal Highway Administration has been asked by the Oregon Department of Transportation for approval of a proposed Federal-aid highway project on the Deschutes River (Tumalo) Bridge Section of the O. B. Riley Road, FAS 946 in Deschutes County. The project as proposed will require the use of public land from Tumalo State Park. Accordingly, approval of the project is prohibited by Section 4(f) of the DOT Act and Section 138 of Title 23, U.S.C., unless --

> (1) there is no feasible and prudent alternative to the use of such land and (2) such program includes all possible planning to minimize harm resulting from such use.

This statement, therefore, will set forth my determination pursuant to Section 4(f) of the Department of Transportation Act and 138 of Title 23, U.S.C.

The O. B. Riley Road, Federal-Aid Secondary (FAS) 946, extends from the city of Bend northwesterly approximately five miles to the community of Tumalo. Approximately one-half mile of the existing O. B. Riley Road passes through the Tumalo State Park, and near the northern boundary of the park, the road crosses the Deschutes River by means of a steel truss bridge. The major traffic generator on FAS 946 is the park; however, the road is also used by school buses and mail delivery vehicles, as well as local traffic.

The State has advised that FAS 946 is the only vehicular-access route into and out of the park and as such carries a great amount of cars, campers, and trailers during the recreational season. The State has further advised that approximately [illegible] were utilized the day-use area of the park from [illegible], to June [illegible], 19[illegible], and approximately 10,000 camper vehicles used the overnight camping area during the same period, and all of these vehicles entered the park by means of the O. B. Riley Road.

The county has determined that the existing bridge over the Deschutes River is inadequate for the traffic generated in the area of the State Park and the curves at each end of the bridge are substandard.

Inasmuch as the existing O. B. Riley Road already passes through the Tumalo State Park and there is no other vehicular access route to the park and recreational area, there is no feasible and prudent alternate highway location available. Since the existing highway facilities [illegible] the vicinity of the Deschutes River crossing are found to be inadequate and substandard, reconstruction of the Deschutes River Bridge and its approaches is necessary for the safety and convenience of the traveling public. Therefore, the County and State have proposed to construct a new bridge over the Deschutes River and to realign each approach to the new bridge.

Section 4(f) provides that if it is necessary to use parkland that the proposal is to include all possible planning to minimize harm.

In order to minimize harm to the Tumalo State Park, only an [illegible] acre of parkland will be used. Also, an area [illegible] by the existing road will be rehabilitated and returned to the State for park purposes. Also, the realignment of the approaches will [illegible] [illegible] of the park [illegible] improvements which will include [illegible] the entrance to the overnight camp and the picnic areas. Such improvements will include better turning radius, greater sight distance, and [illegible] under normal conditions. The revised alignment of the bridge [illegible] will also contribute to the park by providing more modern and safer highway facilities, which will be beneficial to the operation, use, and further development of the park and recreational facilities.

Accordingly, it is my determination that there is no feasible and prudent alternative to the use of parklands and that all possible planning is being included to minimize harm to such lands.

The use of land from Tumalo State Park as proposed is approved.

[illegible]

by R. R. [illegible]
F. C. Turner
Federal Highway Administrator

Dated this 22 day of September 1970.

RECEIVED
JUL 16 1970
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 15, 1970

SUBJECT: O. B. Riley Road, FAS 946
Tumalo State Park
Deschutes County

To: Mr. H. S. Cox
County and City Engineer

At your request I have reviewed the Federal Secondary project involving replacement of the Deschutes River Bridge on O. B. Riley Road in Tumalo State Park. I find that this is the only access to the park and recreation area, and that there is no alternate available.

The project as planned will include rehabilitation of a minor area occupied by the existing road which will be abandoned due to the minor realignment necessary. The realignment will incorporate revisions at two park road intersections which will include improvement at the entrance to the overnight camp and the picnic areas. Improvement will involve better turning radius, greater sight distance, and an overall safer travel condition. The revised alignment of the access road will also contribute by providing a more modern and safer road facility.

A small amount of park land will be required for the additional right of way but is totally insignificant when compared to the overall improvement in the park access which will be gained from the project.

I urge you to bring this agreement to conclusion in order that construction may commence this winter.

E. S. Hunter

E. S. Hunter
Administrative Engineer

ESH:ajw
cc R. L. Porter
Tom Edwards
David G. Talbot

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
[illegible]

NOTED
[illegible]CE

DESCHUTES COUNTY ROAD DEPARTMENT
Charles L. Plummer, Roadmaster
1307 EAST FIRST STREET • BEND, OREGON 97701
TELEPHONE [illegible]

NOTED
H. S. COX

July 22, 1970

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Sir:

I have been requested to write a letter of justification for the F.A.S. Bridge project on O. B. Riley Road at Tumalo State Park. The following are my conclusions for justification.

The bridge that now exists is inadequate for the traffic generated in the area of the State Park. The new, modern, wider structure will provide an integrated movement of all traffic in this area. The realignment on each approach will afford an improvement to the park as well as the traffic movement, and will be an important safety factor in that it will afford greater sight distance, as well as greater turning area.

This route is used by school busses and for mail delivery as well as local traffic.

In summation, this proposed facility will integrate into the overall re-construction plan for the O. B. Riley Road and will serve to provide a safe, modern improvement which will benefit all the traveling public. The acquisition of park land for right-of-way in no way damages the park.

I hope this is sufficient justification. If we may be of further assistance, please do not hesitate to call on us.

Yours truly,

Charles L. Plummer

Charles L. Plummer
Deschutes County Roadmaster

CLP:mw

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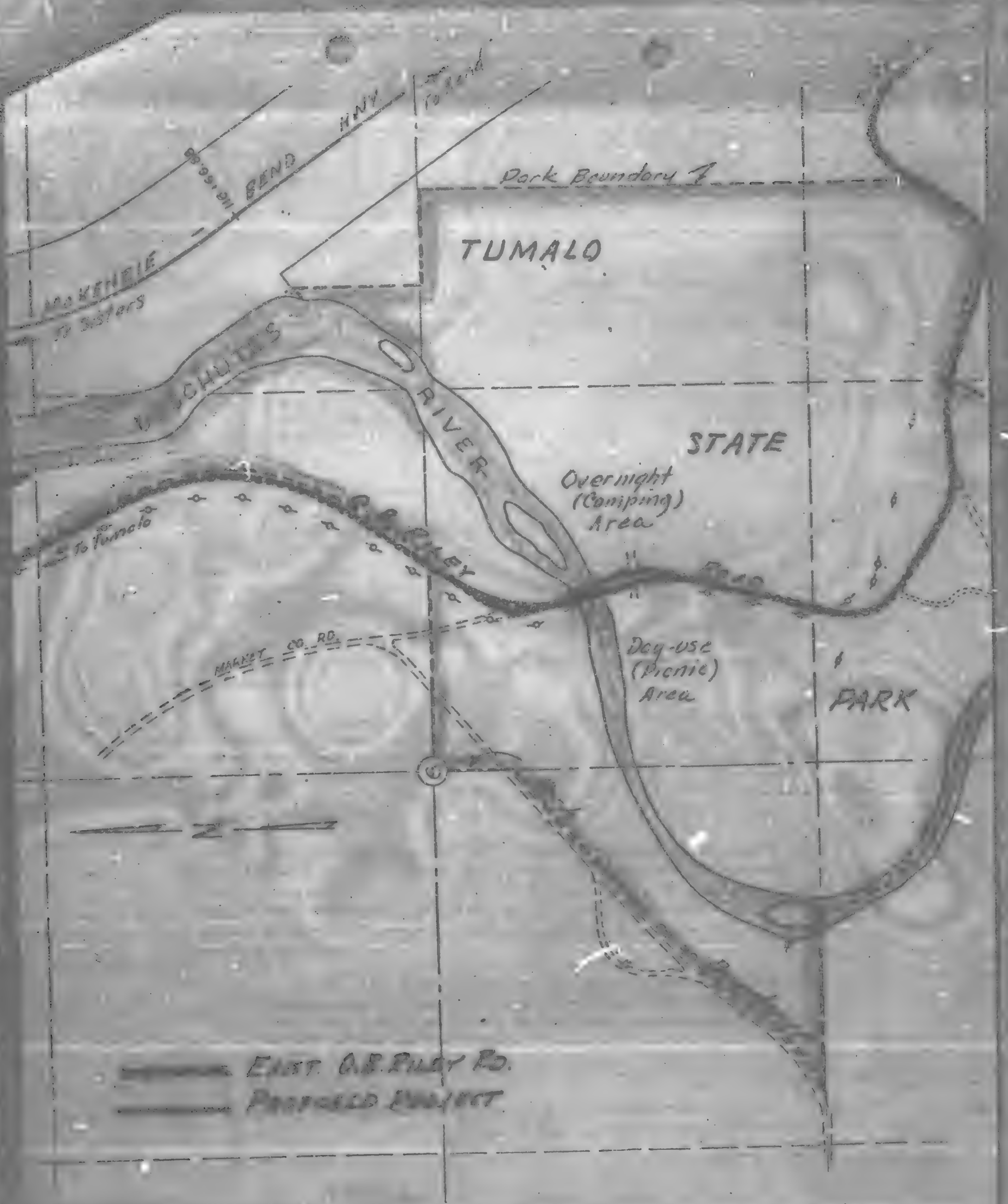To Bend
McKENZIE – BEND HWY.
To Sisters
Park Boundary
TUMALO
STATE
PARK
DESCHUTES
RIVER
Overnight
(Camping)
Area
Day-use
(Picnic)
Area
To Tumalo
O.B. RILEY
ROAD
MARKET CO. RD.
N
Exist. O.B. Riley Rd.
Proposed Project

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JUN [illegible] 1970
ENGINEER
COUNTY & CITY DIVISION

NARRATIVE REPORT
Deschutes River (Tumalo) Bridge
O. B. Riley Road FAS 946
Deschutes County
Grading, Paving and Structure
June, 1970

This survey was for the purpose of preparing a vicinity map and plans fo a pre-stressed concrete bridge at the site of an existing steel bridge across the Deschutes River near Tumalo.

The existing bridge is to be removed by the contractor. The grading and paving of the approaches and connections are to be a part of the contract.

The road can be closed during construction. The County will erect signs and barricades to route traffic over other county roads. However, access to Tumalo State Park will have to be maintained on the easterly side of the river.

Because of the existing sharp curve at the east approach to the bridge, it is recommended that the new alignment be shifted as shown on the vicinity map. This has been discussed with the County Roadmaster who concurs. Pictures of the existing structure are enclosed showing the "tight quarters" at the easterly end of the bridge and the Park entrances.

This would entail very little additional grading or add to the cost of the new structure. Additional right-of-way would be required for the east approach. Since this is State Park property, and, since the approaches to both the camping and picnic areas would be improved, right-of-way should pose no problem.

The County has requested signing and striping and guard rail to be a part of the contract. Signing and striping have been included as extra work items in the estimate.

No material sources have been shown as there are commercial plants in close proximity.

ORIGINAL SIGNED BY R. H. CLARK

R. H. Clark,
Resident Engineer

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY ESTIMATE & COST ANALYSIS

Sheet 2 of 2

Section [illegible] Bridge (Tumble) [illegible] Unit
Highway [illegible] Road [illegible] County
Length Designer Draftsman Proj. [illegible]
Signed [illegible] Title [illegible] Date [illegible]

Grading & Drainage		$ 11,8[illegible]
Surfacing		$ [illegible]
Extra Work		
	Signing	$ 300.00
	Striping	125.00
Total Extra Work		$ [illegible]
TOTAL		$ [illegible]
+ 20% Engineering and Contingencies		$ 7,[illegible]
Structures		
	110' Prestressed Bridge	$ 79,500.00
Total Structures		$ 79,5[illegible]
Right of Way		$
Total Estimated Cost		$ 115,932

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET ___ OF ___

[illegible]

[illegible]

O.B. Riley Road County FAS 946

O.C. [illegible] [illegible]

[illegible]	Width	Area						
[illegible]	22			24.5		28		
		2700			2950		3300	
[illegible]	32			34.5		38		
		14,656			15,807		[illegible]	
[illegible]	32			34.5		38		
		Bridge			Bridge		Bridge	
[illegible]	32			34.5		38		
		1152			1194		[illegible]	
[illegible]	40			42.5		46		
		1073			1138		1125	
[illegible]	46			48.5		52		
		1175			1238		1250	
450	48			50.5		64		
		1413			1475		[illegible]	
475	65			67.5		73		
		2438			2250		[illegible]	
[illegible]	130			120.		110		
		3400			5000		[illegible]	
[illegible]	140			130		120		
		2050			1980		[illegible]	
[illegible]	65			67.5		72		
		2440			2540		2760	
[illegible]	57			59.5		65		
		2916			3036		[illegible]	
[illegible]	62			64.5		70		
		4388			3187		[illegible]	
[illegible]	86			88.5		94		
		4580			2240		[illegible]	
[illegible]	133			123		113		
		1312			1213		[illegible]	
[illegible]	130			120		110		
		[illegible]			983		950	
[illegible]	74			76.5		80		
		[illegible]			[illegible]		[illegible]	
[illegible]	47			49.5		53		
		[illegible]			[illegible]		[illegible]	
[illegible]	38			41.5		45		
		[illegible]			[illegible]		[illegible]	
[illegible]	22			31.5		38		

[illegible] .00083 = [illegible]

[illegible]

O[illegible]ON STATE HIGHWAY DEPARTM[illegible]
QUANTITY SUMMARY & COST EST[illegible]

Sheet ___ of ___

[illegible] Unit ______ Prefix [illegible]
[illegible] 946 County Deschutes Date [illegible]
Draftsman ______
Designer ______

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clearing and Grubbing	All			All	$ Lump	[illegible]
Removal of Bridge	All			All	Lump	[illegible]
General Excavation	Cu. yd	1,180	120	1300	[illegible]	[illegible]
Borrow Excavation	Cu. yd	3,000	300	3300	.60	[illegible]
Finishing Roadbed & Slopes	All			All	[illegible]	[illegible]
Obliteration of Old Roadway	Sq. yd	1350	150	1500	[illegible]	[illegible]
Watering	M. Gal.	100	10	110	3.00	[illegible]
[illegible] Base Material	Cu. yd	1500	150	1650	4.00	[illegible]
[illegible] Leveling Course	Cu. yd	355	45	400	5.[illegible]	[illegible]
Class "B" Asphaltic Conc.	Ton	1,090	110	1200	[illegible]	15,[illegible]
Guard Rail, Type II	Lin. Ft	250	25	275	[illegible]	[illegible]
Extra For Asphalt Approach	Ea	2	1	3	[illegible]	[illegible]

Total [illegible]

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MAY 28 1970
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EXECUTIVE DEPARTMENT

S-580(1)
7519

Klabo

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

May 15, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

DESCHUTES RIVER CANYON SECTION, JORDAN ROAD
DESCHUTES RIVER (TUMALO) BR. SECTION, O. B. RILEY ROAD

Your Notices of Intent have been referred to the appropriate state agencies for review. All have expressed approval of the proposals.

It was noted that precautions be taken to preserve water quality during construction of these projects.

We are pleased to add our approval.

Ed

Edward G. Westerdahl, II

NO.
F. B. KLABOE

5-27-70

REFERRED TO

By Asst. State Hwy. Engr.

RECEIVED
MAY 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

PREFIX NO. [illegible]

7517

5-13-70

LOCATION PROSPECTUS
DESCHUTES RIVER (TUMALO) BRIDGE SECTION
O. B. RILEY ROAD, FAS 946
DESCHUTES COUNTY

HIGHWAY:	O. B. Riley Road. Federal-aid Secondary No. 946.
TERMINI:	Southerly of Tumalo.
PROGRAM:	1970 FAS-C project.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for construction of a new reinforced concrete structure over the Deschutes River on existing alignment. Road can be closed during construction. Soils investigations will be required. Drainage problems are not anticipated. An economic analysis is not needed at this time.
TYPICAL SECTION:	Two 12-foot travel lanes and 4-foot shoulders.
BASE:	To be determined during the survey.
BRIDGE:	Existing structure to be removed. New structure to have a 32-foot horizontal clearance.
ADD'L FACILITIES:	None.
ACCESS:	County jurisdiction.
MATERIAL:	Commercial or County.
AGREEMENTS:	Routine FAS-C project with Deschutes County.
PARKS:	Tumalo state park in nearby vicinity.

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MAY 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

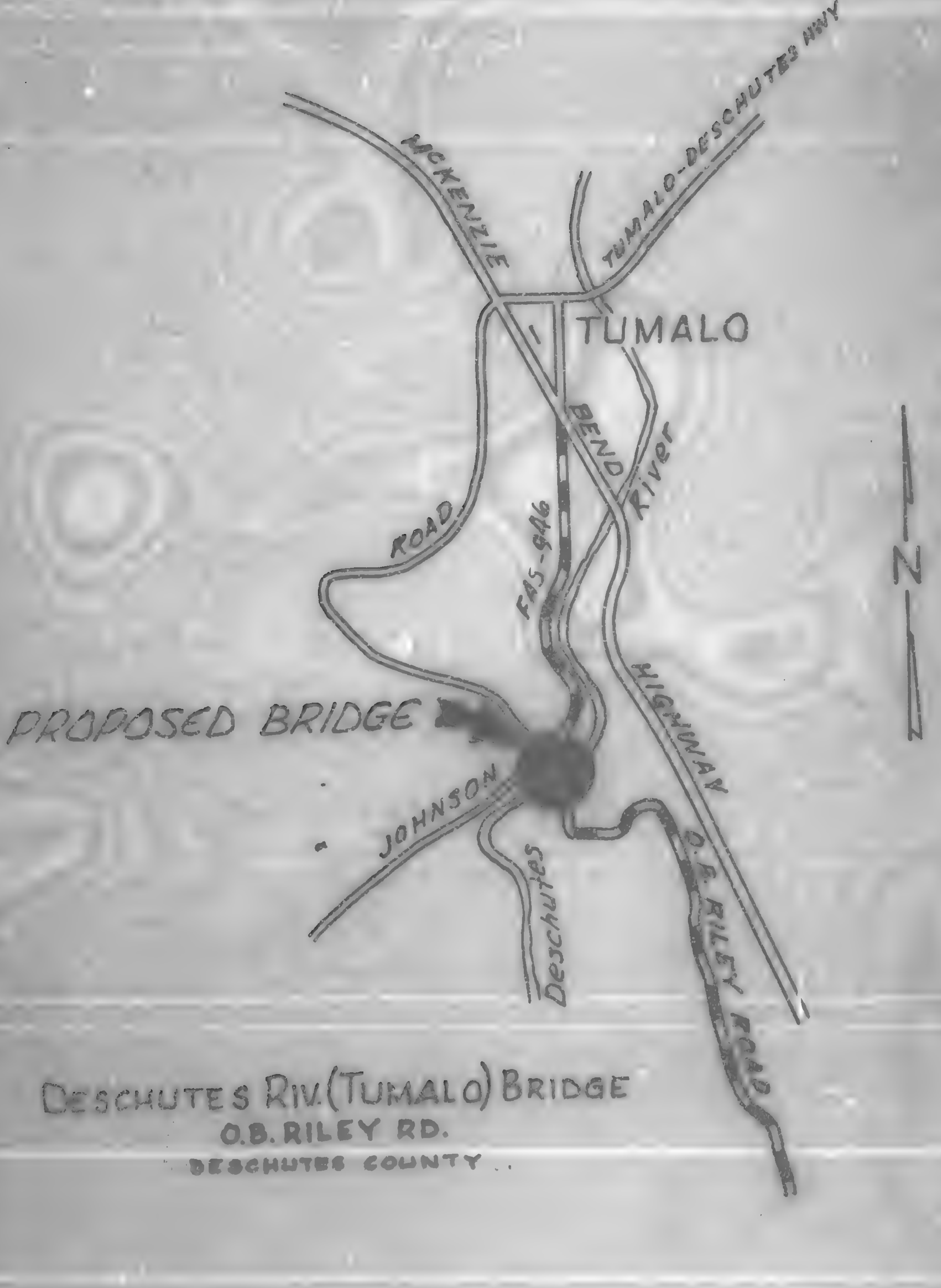
May 13, 1970
Attachment

Bureau of Public Roads (3)
Tom Edwards
D. J. [illegible]
E. S. [illegible]
F. D. [illegible]
R. N. [illegible]
W. N. [illegible]
R. E. [illegible]
C. G. [illegible]
F. W. [illegible] (2)

J. F. Putnam (3)
F. B. Klaboe
F. B. Crandall
Ivan Merchant (4)
L. H. Young
H. S. Cox (2)
V. J. Johnson
Jack Rowland
W. H. Tebeau

Forrest Cooper
V. D. [illegible]
F. L. Hall
D. H. [illegible]
J. M. [illegible]
B. L. [illegible]
A. D. [illegible]
Robe[illegible]
F. E. [illegible]

NOTED
[illegible]



DESCHUTES RIV. (TUMALO) BRIDGE
O.B. RILEY RD.
DESCHUTES COUNTY

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[illegible]
OREGON STATE
HIGHWAY DIVISION
7577

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone [illegible]

April 23, 1970

Executive Department
Federal Aid Coordination Unit
Room 3 State Capitol
Salem, Oregon

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached in quintuplicate are the completed Notice of Intent to apply for federal assistance for 3 federal-aid projects as follows:

State Administrative District No. 5

Pacific Highway West - N.W. Expressway Section
Belt Line Road, FAS 860

State Administrative District No. 10

Deschutes River (Tumalo) Bridge Section
O.B. Riley Road, FAS 936

Deschutes River Canyon Section
Jordan Road, FAS 600

The estimated date of filing for federal-aid funds on these projects is June 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By L H Young
L. H. Young
Program and Planning Engineer

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[illegible]
[illegible]

Attach.

cc: K. E. Simpson, BPR
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

NOTICE OF INTENT - STATE AGENCIES

Project: DESCHUTES RIVER CANYON SECTION JORDAN ROAD, FAS 680

April [illegible] 19 70

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Department Salem Address

Contact Person L. H. Young 2 [illegible] Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes .... No X ....(if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. Project Location

Administrative District Ten (10) City ....

County Deschutes Special District(s) (if applicable) ....

Other affected jurisdictions/agencies ....

3. Federal Program

Common Program Name Federal Aid Secondary

Authorizing Legislation Title 23, USC Highways (Public Law No. and Title)

Fed. Admin. Dept. Department of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application ....

---

4. Estimated Project Cost

Federal Share $ 180,000

Loan .... Grant X ....

Local Applicant Share (Deschutes County) (if any) $ 60,000

State Agency Share $ 75,000

Other (Specify) $ - -

Total $ 315,000

Source of State Agency Share

General Fund $ - -

Other Funds (specify) $ - -

Indirect Cost Reimbursement

No X Yes .... $ .... (Approx)

Will Federal share change: No X

Yes, from ....% to ....%

Other ....

5. Period Covered by Projects

Beginning date ....P. E. to start immediately....

(Calendar date, if project covers more than one year)

Length of time (weeks, months, or years) ....Unknown at this time....

Approximate ending date ....indeterminate....

Will renewal be requested? Yes .... No....X....

6. Estimated Application Filing Date ....June 1970....

7. Project Description - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

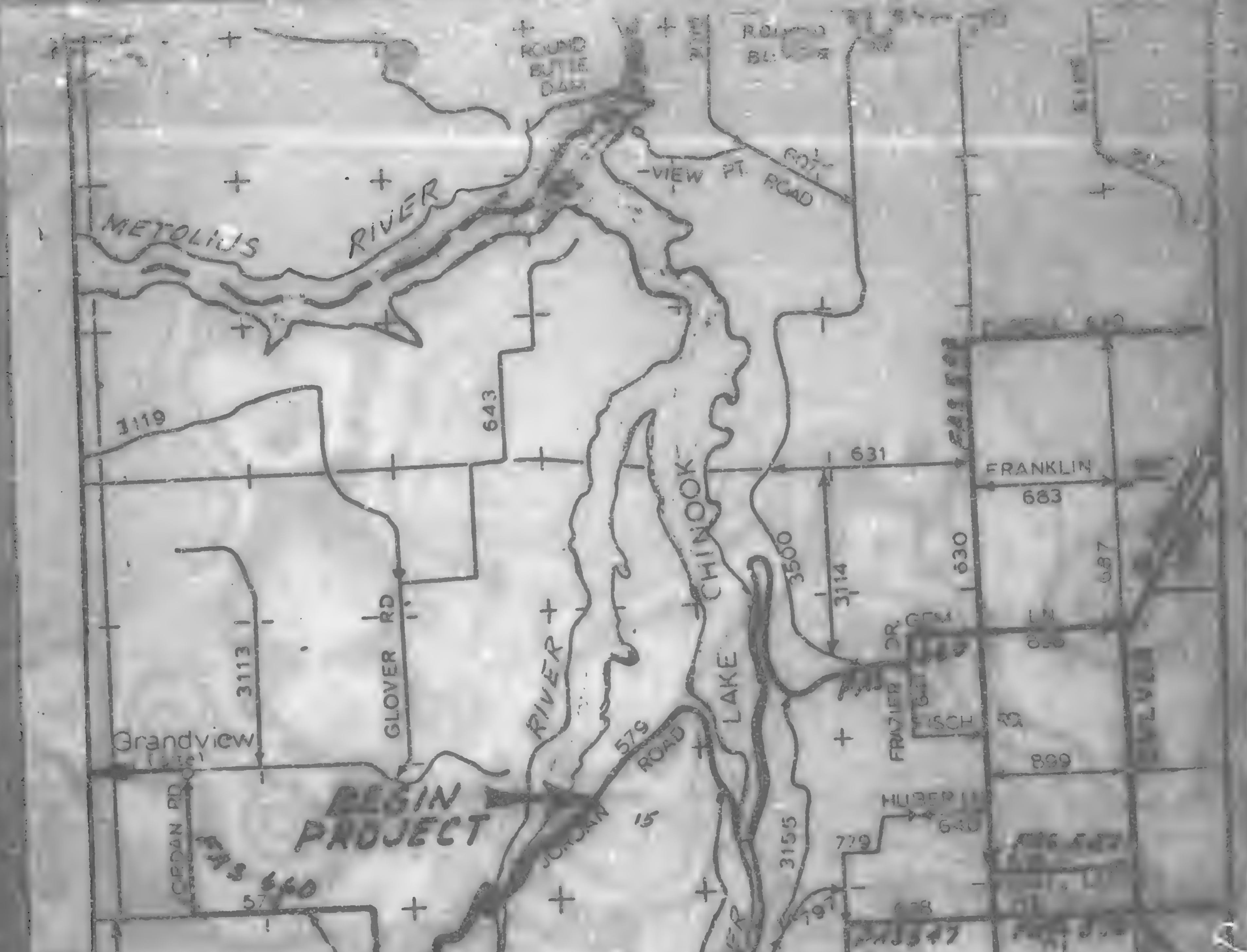
DESCHUTES RIVER CANYON SECTION, JORDAN RD., FAS 660

Project to consist of preliminary engineering, right-of-way acquisition, grading, paving, structure and incidental work to improve the existing facility to modern standards.

This project, approximately 2.6 miles, is to widen and improve the alignment of the existing winding roadway up the westerly wall of the Deschutes Canyon. The project will consist of grading, basing and paving to a top width of 26 feet. The paving to be a cold pug mill mix. There will probably be two small structures. Guardrail will be required. Additional right-of-way may be necessary.

This project is related to the goals for a livable Oregon by up-grading this portion of the federal-aid secondary system in cooperation with local government.

See attached map for geographical location.


ROUND BUTTE DAM
METOLIUS RIVER
VIEW PT. ROAD
3119
643
631
FRANKLIN
683
630
687
CHINOOK LAKE
3500
3114
GLOVER RD
3113
Grandview (site)
RIVER
579
JORDAN ROAD
15
BEGIN PROJECT
END PROJECT
JORDAN RD
3115
3122
DESCHUTES
634
PENINSULA
CROOKED RIVER
ROAD
555
3155
797
HUBER LN
640
779
FRAZIER DR
GEM
FISCH
899
GREEN DRIVE
639
FEATHER DRIVE
712
3157
JERICHO
ROSE DR
KING LANE
680
KENT LN.
Opal Springs
894
650
LA SALLE LANE
678
MONROE LN
JEFFERSON COUNTY
N

3-31-70

DESCHUTES COUNTY
Proposed Project (1970 Funds)

FAS 946---O. B. Riley Road, Deschutes River (Tumalo) Bridge Section.
Structure, $145,000

Construct a reinforced concrete bridge with a 32-foot clear roadway. Guardrail, rip rap, signing and striping are to be included in the contract. Contractor will remove the existing structure and construct the approaches and connections to the new bridge.

State to make survey and plans.

Hearing to be held.

COUNTY ROAD BASIC PROJECT REPORT

Name of County [illegible] FAS No. 94 Date [illegible]
County Road Name [illegible]
Section Name [illegible] Length ______
Type of Project [illegible]
Location of Project (Attach sketch map) ______
ADT ______ Road Class (Highway Standard) ______

Is this request for county bridge design only? Yes ______ No ______
or for County FAS bridge design? Yes ✓ No ______

I. ROAD PROJECT DATA

1. Traveled Surface: Type ______ Width ______
2. Shoulders: Type ______ Width ______
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)
3. Grading & Drainage:
By County ______ County Date of Completion ______ By Contract ______
4. Bottom Base Course:
By County ______ County Date of Completion ______ By Contract ______
Has base design been given to County? Yes ______ No ______
Will it be furnished? Yes ______ No ______
5. Leveling Course:
By County ______ County Date of Completion ______ By Contract ______
6. Binder Course:
By County ______ County Date of Completion ______ By Contract ______
7. Traveled Surface & Shoulders:
By County ______ County Date of Completion ______ By Contract ______
8. [illegible]:
By County ______ County Date of Completion ______ By Contract ______
9. Curbs:
Curbs Required? Yes ______ No ______
Type Desired (rolled, exposure, monolithic, special county standard, etc.) ______
[illegible] ______
10. Are A.C. footpaths behind curbs desired? Yes ______ No ______
11. Are there any structures to be replaced or altered? Yes ______ No ______
12. Will replacement be by: County ______ Contract ______
(NOTE: If by contract, fill out bridge project data on Pages [illegible])

[illegible]

13. Will County adjust structure to new grade? Yes ____ No ____

14. Will County adjust structure to additional width? Yes ____ No ____

15. Will adjusted width be standard? Yes ____ No ____
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

16. Does County wish rounding of cutbanks? Yes ____ No ____

17. Does County wish sight posts installed? Yes ____ No ____

18. Does County wish guard rail installed? Yes ____ No ____

19. Does County wish seeding and mulching incorporated into job?
Yes ____ No ____

20. Will traffic signals be required? Yes ____ No ____
If yes, give location and type: ____

21. Is project contingent upon other factors? Yes ____ No ____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____

Remarks re Section I: ____

II. [illegible]

1. Name of river or stream Deschutes
2. Name of bridge Tumalo
3. Location (please attach map with location marked): ____
Section ____ Township ____ Range ____ W.M.
4. Desired width of bridge 32'
(NOTE: Standard width of the structure is traveled way plus full shoulders or 32', whichever is greater.)
5. Are sidewalks desired? Yes ____ No ✓
Upstream ____ Downstream ____ Width ____

6. Does County wish a particular type of bridge design? Yes ✓ No ___
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. [illegible]
Concrete

7. Will County furnish any materials for bridge? Yes ___ No ✓
Explain ___

8. Foundation Testing: By County? Yes ___ No ✓
By State? Yes ✓ No ___

9. Can road be closed during construction? Yes ✓ No ___

10. Detour:
Required? Yes ___ No ✓
By County? Yes ___ No ✓
By Contractor? Yes ___ No ✓

11. Approaches or Connections: By County? Yes ___ No ✓
By Contractor? Yes ✓ No ___
Traveled surface: Type AC Width [illegible]
Shoulders: Type AC Width [illegible]
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail: Desired on approaches or connections: Yes ✓ No ___
Right side only? Yes ___ No ___
Both sides? Yes ✓ No ___
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure: Remain in place? Yes ___ No ✓
Use for detour? Yes ___ No ✓
Removed by County? Yes ___ No ✓
Removed by Contractor? Yes ✓ No ___
Salvaged by Contractor for County? Yes ___ No ✓
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:
By County? Yes ___ No ___
By Contractor? Yes ✓ No ___

15. Will any of the following utilities be attached to this structure?
a. Water mains: Yes ____ No ✓ Size ____
Company ____
b. Sanitary sewer mains: Yes ____ No ✓ Size ____
Company ____
c. Storm sewer: Yes ____ No ✓ Size ____
Company ____
d. Gas mains : Yes ____ No ✓ Size ____
Company ____
e. Power lines: Yes ____ No ✓
Company ____
f. Telephone lines: Yes ____ No ✓
Company ____
g. Other Utilities: None

16. Does County wish provisions made for future utility attachment to structure? Yes ____ No ✓

17. Does County wish lightpost bases & conduit installed? Yes ____ No ✓

18. Does County wish complete job of illumination in project? Yes ____ No ✓

19. Is project contingent upon other factors? Yes ____ No ✓
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: ____

Remarks re Section II: ____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes ✓ No ____
By County? Yes ____ No ____
(NOTE: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes ____ No ✓

3. Construction plans and specifications to be prepared:
By State? Yes ✓ No ____
By County? Yes ____ No ____

Remarks re Section III: ____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum ____
2. Is any additional right-of-way needed? Yes ____ No ✓
3. Will right-of-way be acquired by: Resolution ____ or Deed ____
4. Should State prepare options? Yes ____ No ✓
5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes ____ No ✓
6. Should material source site be included in right-of-way descriptions? Yes ____ No ✓
7. Is there any merchantable timber on right of way? Yes ____ No ✓
8. Will timber be reserved for owner? Yes ____ No ✓
9. Will timber become property of contractor? Yes ____ No ✓
10. Is a hearing necessary? Yes ____ No ____
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)
11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes ____ No ____
If yes, give type and name of utility company: ____
12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes ____ No ____
If yes, give type and name of utility company: ____
13. Are utilities on existing right-of-way by permit ____ or by franchise ____
(NOTE: County must move all utilities located on present right-of-way.)
14. Are there any irrigation facilities? Yes ____ No ✓
If yes, give name of irrigation company or district ____ and dates between which water can be turned off: From ____ To ____
15. Are there any railroad crossings? Yes ____ No ✓
16. Name of railroad ____
17. Number of tracks: Mainline ____ Siding ____ Total ____

18. Sight Distance: ____________ (Left) ____________ (Right)

19. Number of Trains: Passenger ________ Speed ________
Freight ________ Speed ________

20. Angle of Intersection: ____________

21. Type of Existing Crossing: Grade ____
Overcrossing ____
Undercrossing ____

22. Existing Protection:
Advance warning signs ____ Automatic flashing ____ Stop signs ____
Crossbucks ____ Automatic bell ____ Gates ____

23. Proposed Protection: ____________

24. Are there to be stopping lanes for buses and trucks, etc.
Yes ____ No ____

25. Will railroad crossing be altered? Yes ____ No ____
If yes, specify: ____________

26. Traffic Control Signing:
To be part of project? Yes ✓ No ____
By County? Yes ____ No ____
By State at County expense? Yes ____ No ____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ✓ No ____
By County? Yes ____ No ____
By State at County expense? Yes ____ No ____
(NOTE: Striping must be completed prior to acceptance.)

28. Does County wish State to prepare P.U.C. hearing data? Yes ____ No ____

29. Will P.U.C. application be made by State ____, or County ____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes ____ No ✓
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV ____________

V. MATERIAL SOURCES DATA

1. Gravel ✓ Quarry ____ Cinders ____

2. Owner: County ____ State ____ Private ✓ Other ____

3. Location: Tenino Section ____ Township ____ Range ____ W.M.

4. If County lease, what are royalty payments? ____

5. Materials furnished by County: Borrow ____ Select Topping ____
Base Course ____ Level Course ____ Mineral Aggregates ____
Location ____
Miscellaneous Items: ____

Remarks re Section V ____

VI. FINANCIAL DATA

1. Estimated Cost: $ 96,000.00

2. Available FAS Funds: $ 100,000.00

3. Date match money is available: Anytime

4. Will there be any 100% County money? Yes ____ No ✓

5. Maximum amount of 100% County money available: $ ____

6. Date County requests letting: AS SOON AS POSSIBLE

Remarks re Section VI ____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ____

This application is not complete without an attached exhibit showing location of project.

By [illegible]
County [illegible]

By [illegible]
County [illegible]

By ____

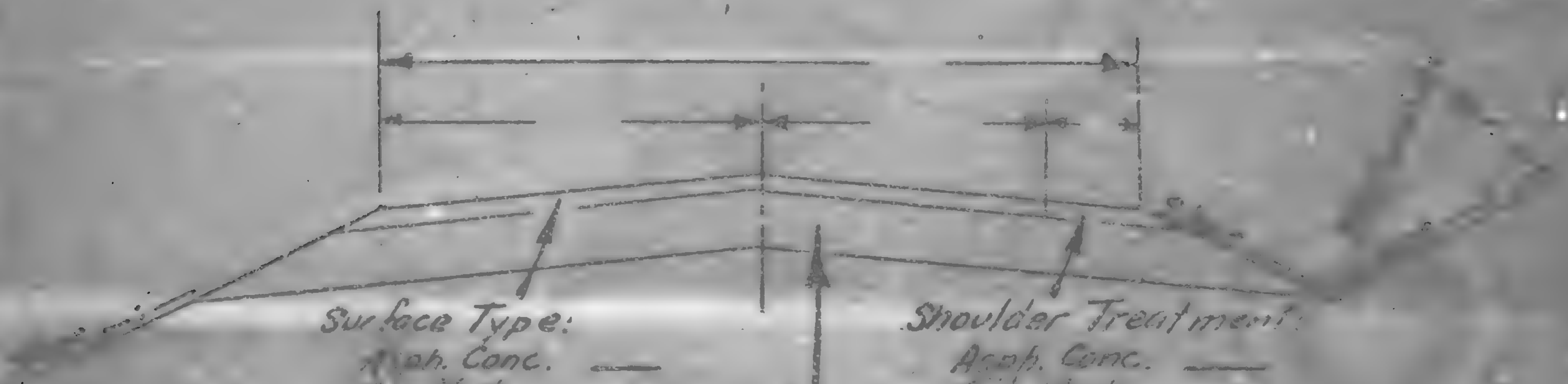
By [illegible]
County [illegible]

County [illegible]
Date [illegible]

[illegible]

Date 8-31-70

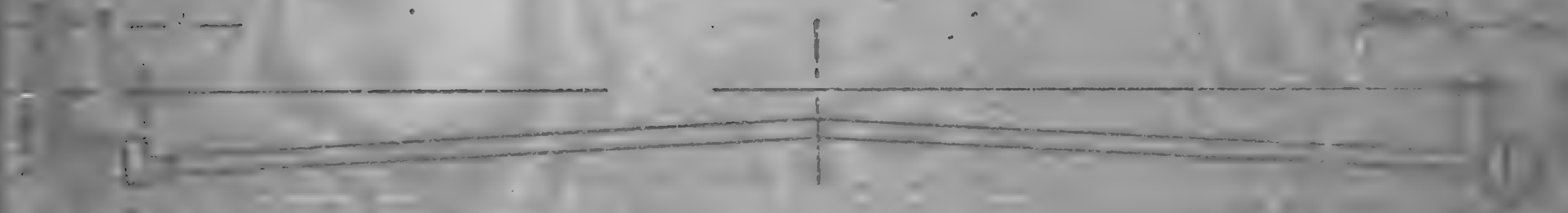
TYPICAL SECTION



Surface Type:
Asph. Conc. ____
Oil Mat ____
Other ____________

Shoulder Treatment:
Asph. Conc. ____
Oil Mat ____
Other ____________

Type of Base:
Pit or Quarry Run ____
Crushed Stone ____
Asph. Treated ____
Cement Treated ____



No. of Lanes ____
[illegible] ____
[illegible] Width ____ or Shy Dist. from Curb ____
[illegible] ____________
[illegible] between Curbs ____

[illegible]

[illegible] ____
____

[illegible]

February 2, 1970

Oregon State Highway Department
City County Relations
Highway Building
Salem, Oregon 97310

Attention: Si Cox

Dear Si:

Last evening the Deschutes County Commission held a public hearing in regards the reconstruction of the O. B. Riley Road from the junction of Highway 97 to Glen Vista.

We had a good turnout of residents and a really fine hearing. Among other things the residents made a request that the State signing at the highway junction with the O. B. Riley, designate the Tumalo State Park as going on to Highway 20 and then a sign to turn the traffic off Hwy. 20 to the old Bend, McKenzie Road and then to the park.

Jim Putnam was present at the hearing and indicated they [illegible] cars between first street in Bend and the O. B. Riley turn off and the residents feel as does our Commission that this is by far the [illegible] traffic to put [illegible] residential collector when the traffic could be more [illegible] served by continuing on to Hwy. 20 and then off to Tumalo State Park.

Our Commission feels very strongly that the congested traffic in this area could be alleviated to a great degree by adequate signing at the O. B. Riley and Hwy. 97 junction.

I am sure you will know where to get a [illegible] of this problem and would appreciate a [illegible] reply to our request.

Sincerely,

[illegible]
Chairman

[illegible]

12-1120 Forest Boundary-Little Beech Cr. 197
Sec., Pendleton-John Day Hwy., N.
#7520 of Mt. Vernon (Grad., oil. & struc.)

LAWYER

JOHN DAY, [illegible]
P. O. BOX [illegible]
TELEPHONE 575-[illegible]

KATHERINE J. EISMANN
CHARL[illegible] [illegible]LANK
PROFESSIONAL ASSISTANTS

LA[illegible] LEE [illegible]
HE[illegible] [illegible]ERS
SECRETARIES

13 March 1974 [illegible]

Mr. ~~George M. Baldwin~~
Administrator of Highways
State Highway Building
Salem, OR 97310

NOTED
A.E. [illegible]

SPROUL v STATE HIGHWAY COMMISSION
Grant County Circuit Court, No. L-5634
Pendleton-John Day Highway
Forest Boundary - Little Beech Creek Section
No. 44764

We enclose certified copy of transcript of judgment docket in the above case and request that an order be drawn for payment of the judgment. You are authorized to file the enclosed satisfaction of the judgment upon payment.

Roy Kilpatrick

ROY KILPATRICK
cc
cc: Mr. John R. McCulloch, Jr.
Mr. Robert Sproul

[illegible]

RECEIVED
STATE HWY ENGR
MAR 15 '74
REFER TO

RECEIVED
MAR 14 1974
OFFICE OF
[illegible]

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF GRANT

ROBERT E. SPROUL and
VIOLET SPROUL,

Plaintiffs,

v.

STATE OF OREGON, by and through
its State Highway Commission,
composed of Glenn L. Jackson,
Frank W. Hill and Thaddeus B.
Bruno,

Defendant.

No. L-5634

SATISFACTION OF JUDGMENT

TO: Clerk of the Circuit Court

I hereby acknowledge full payment of and you are directed to enter a full satisfaction of the judgment of plaintiffs in the above entitled matter, docketed in Book K, page 122, Record of Judgments, on March 13, 1974.

Roy Kilpatrick

Roy Kilpatrick
Attorney for Plaintiffs

STATE OF OREGON)
) ss.
COUNTY OF GRANT)

March 13, 1974.

Personally appeared Roy Kilpatrick and acknowledged foregoing instrument to be his voluntary act. Before me:

Notary Public for Oregon
My Commission expires: 4/8/76

[illegible]			Judgment Debtor	Judgment Creditor	Amount of Judgment		
Day	Month	Year			Costs		[illegible]
13	3	74	State of Oregon, by and through its State Highway Commission, composed of Glenn L. Jackson, Fred W. Hill and Thaddeus B. Bruno	Robert E. Sproul and Violet Sproul	57	50	[illegible]

CLERK'S OFFICE

ROBERT E. SPROUL and VIOLET SPROUL
Plaintiff

vs.

STATE OF OREGON, by and through its State Highway Commission, composed Of Glenn L. Jackson, Fred W. Hill and Thaddeus B. Bruno,
Defendant

In the CIRCUIT Court of the

for the County of GRANT

STATE OF OREGON,
County of Grant } ss.

THIS IS TO CERTIFY, That I have compared the foregoing transcript of judgment with the original judgment docket in the above entitled action, as the same appear in the judgment docket kept at my office, and the whole of said original

ATTEST: My hand and seal of said Court, this 13th *day of* March, 19 74.

	eys Fees	Rate of Interest	When Docketed			Appeals— When Taken	Decisions on Appeal	Satisfaction of Judgment When Entered
			Day	Month	Year			
		0% Ir	8	10:20	A.M.			
			13	3	74	(Marginal Entry)		
		11-15-72					Corrected Decree & Judgment Nunc Pro Tunc	

Court of the State of Oregon

Case No. Law 5634

of GRANT

Vol. K Page 122

} ss.

al judgment docket, and that the same is a true, full and correct transcript of the entries

said original.

, 19 74

JOHN LIVEIRA Clerk.

By Darlene Lemons Deputy Clerk.

In the .... Court

of the State of Oregon

FOR .... COUNTY

....

vs.

....

Transcript of Judgment

(FORM No. 1041)

Filed ...., *19* ......

By ....

Clerk.

....

Deputy.

STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

[illegible]

[illegible]
[illegible]
[illegible]

Gentlemen:

[illegible]

[illegible]

Very truly yours,

[illegible]
[illegible]

[illegible]
[illegible]
[illegible]

[illegible]
[illegible]
[illegible]
[illegible]

[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

NOTED

RECEIVED
Bond
Jackmond
Hardt
Johnson
Walker
DEC 19 1973
CONSTRUCTION SECTION

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

December 18, 1973

C. R. O'Neil
O'Neil-Dennis
83593 N. Pacific Hwy.
Creswell, OR 97426

Dear Mr. O'Neil:

This letter is written to confirm that a meeting will be held in Salem in the State Highway Building, Room 120, beginning at 1:00 P.M. January 4, 1974 to discuss further your claim for additional compensation on Contract No. 7520, Forest Boundary-Little Beech Creek Section.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

AS/cw

cc C. T. Keasey
W. E. Schwartz
D. W. Greene

RECEIVED
DEC 21 1973
Office of
Assistant State Highway Engineer

F7520

NOTED
H. S. COULTER

Bd 1-4

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

November 27, 1973

C. R. O'Neil
O'Neil-Dennis
83593 N. Pacific Hwy.
Creswell, OR 97426

Dear Mr. O'Neil:

Your letter of November 15 has been received and unless there is a conflict on your part, I will arrange for a meeting to discuss your claim on highway Contract No. (7520) in the Construction Engineer's office in Salem, next Tuesday, December 4 at 10:00 A.M.

Cancelled — meeting rescheduled for 1-4-74

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

AS/cw

cc C. T. Kessey -- As discussed with John Bond
W. E. Schwartz
D. W. Greene

Coulter — Meeting is set for the small Conference Rm. in Hwy. Bldg.

11-30-73
Small Conference room reserved (120) for Dec. 4, 1973 10:00 AM

Routing
1 Kessey
2 Bond
Jacksmond
Hardt
Johnson
Walker

RECEIVED
NOV 29 1973
CONSTRUCTION SECTION

Scofield
Glenn
Berg

O'NEIL - DENNIS
CONTRACTORS
[illegible] N. PACIFIC HWY. • PHONE 895-2144
CRESWELL, OREGON 97426

November 15, 1973

Mr. Alfred Shirley, Regional Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Re: Oregon State Highway Contract
No. 7520 - Forest Boundary-
Little Beech Creek Section

Dear Sir:

Reference to your letter of October 2, 1973, in which you have rejected my claim on the subject project.

Please be advised I am unwilling to accept your denial on the basis there were no material change. You also rejected my claim on the basis I used force account rates to determine our cost.

You state in your letter some other basis be used to determine the actual cost, if you have some other method I would certainly welcome a meeting, as you have suggested at the Salem Construction Office. Much more can be accomplished in a shorter period of time at the meeting if you would make available your analysis of cost to the substantual overrun in rock areas that did not affect the unit price for excavation.

I would like to have the meeting, or at your convenience, no later than December 15th. if at all possible. I will not be available on the 29th. or 30th. of November.

Very truly yours,
O'Neil - Dennis

C. R. O'Neil
Partner

ROSEBURG
RECEIVED
NOV 19 1973

cc: Kobin & Meyer
Attn. Herman B. Kobin

[illegible]

RECEIVED
JAN 12 1973
RIGHT OF WAY

JAN 12 '73
REFER TO

9 January 1973

Mr. F. B. Klaboe
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

R. E. SPROUL - Fencing

You misunderstand Mr. Sproul's position. The contract that he entered into was a result of a mistake on the part of your personnel in that they represented to him the wrong price and that he was getting the same price the Division was paying when he contracted for $10.

Either a claim is going to be put in with your assistance for the correct amount, or an action will be brought to reform the contract. Let me know which.

Roy Kilpatrick

ROY KILPATRICK

rb
cc: Mr. R. E. Sproul

December 27, 1982

Mr. [illegible]
Attorney at Law
P. O. Box [illegible]
John Day, OR [illegible]

Dear Mr. [illegible]:

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]

21 December 1972

Mr. F. [illegible] Klaboe
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

R. E. SPROUL
Forest Boundary-Little Beech Creek Section
Pendleton-John Day Highway, Grant County

When may I expect an answer to my letter of November 15, 1972?

ROY KILPATRICK

cb

cc: The Hon. Tom McCall
Mr. R. E. Sproul

RECEIVED
DEC [illegible] 1972
[illegible]

[illegible]

LAWYERS

[illegible]

[illegible] J. EISMANN
[illegible] BLANK
PROFESSIONAL ASSISTANTS

LAURA LEE ROSE
SECRETARY

JOHN DAY, [illegible]
P. O. [illegible]
TELEPHONE [illegible]

RECEIVED
STATE HWY ENGR
NOV 16 '72
REFER TO

15 November 1972

Mr. F. B. Klaboe
Deputy State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

R. E. SPROUL
Forest Boundary-Little Beech Creek Section
Pendleton-John Day Highway, Grant County

Thank you for your letter of November 10th. Mr. Sproul tells me that his agreement was that the State would pay him what it cost the State. He has completed 608 rods of fence. Will you please prepare a proper voucher for his payment at $17.93 per rod.

We are doing this on your assurance that this is the correct figure. Local legend has supplied us with three figures, all of which are considerably higher. If at any time we determine your figure is in error, we will let you know.

Roy K[illegible]

R[illegible] KILPATRICK

[illegible]b
cc: Mr. R. E. Sproul

11-17-72
[illegible]

October 30, 1972

Mr. Tom Edwards
State Highway Engineer
135 State Highway Building
Salem, Oregon [illegible]

ROBERT E. SPROUL File No. 44764

I enclose a copy of Mr. Oakes letter of September 22, 1972, and his letter of October 25, 1972.

Mr. Sproul and I find it difficult to believe that the State of Oregon doesn't know what it paid for this small piece of fence.

Will you please investigate for us.

Roy Kilpatrick

ROY K[illegible]
[illegible]

cc: Mr. [illegible] Oakes
cc: Robert Sproul

RECEIVED

[illegible]

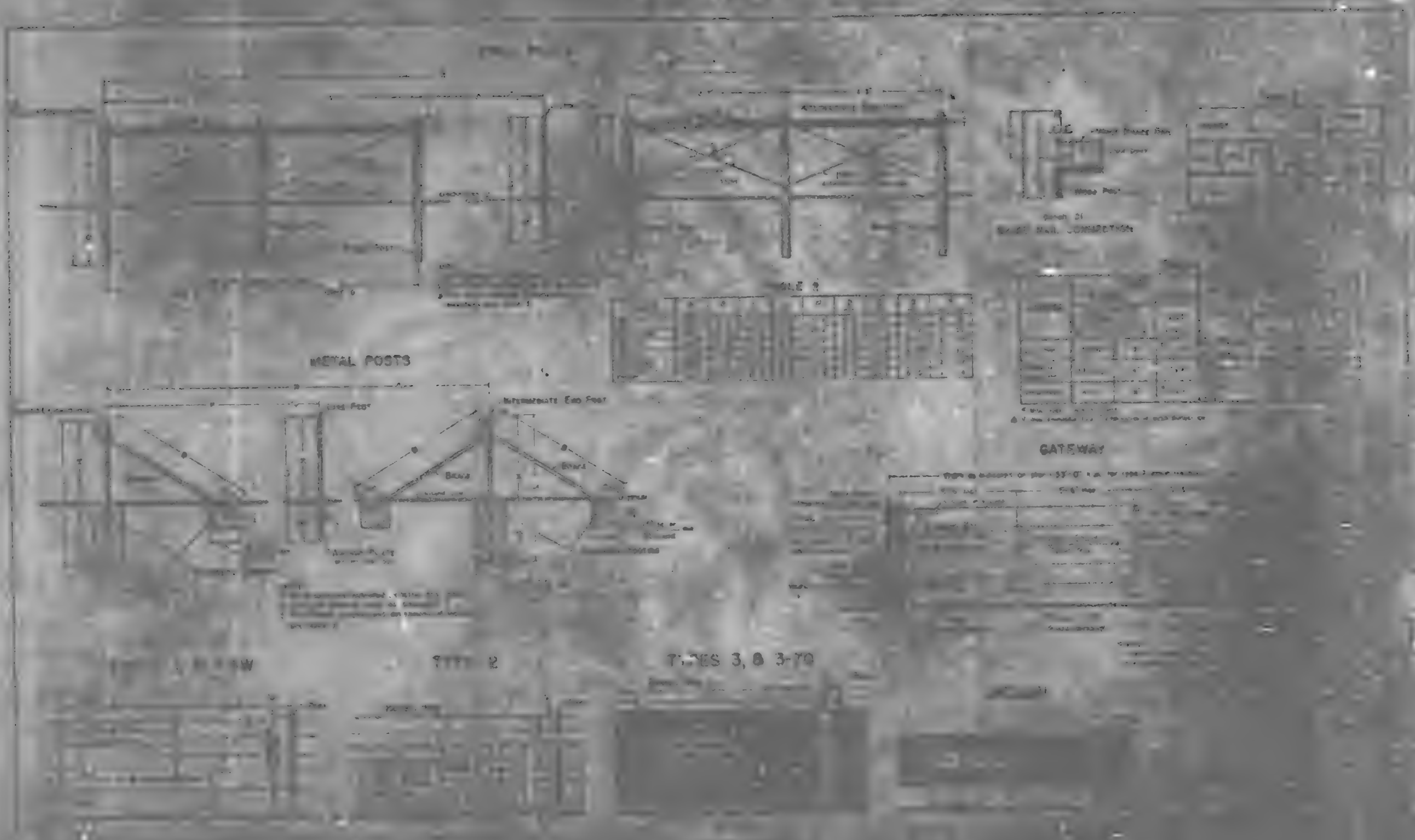
Subject: File 44764 - Sproul
[illegible]

[illegible]ick:

[illegible] your request to [illegible] for the [illegible] ost of fencing [illegible]

[illegible] order for [illegible]

[illegible]


METAL POSTS
Intermediate End Post
Brace
Wood Post
GATEWAY
TYPE 2
TYPES 3, 8 3-70

TYPE CL-3
TYPES CL-4 & CL-5
TYPES CL-4R & CL-5R
Line Post
Brace Rod
Tension Wire
Concrete Footing
Chain Link Fabric
Truss Rod
Intermediate End Post
GATES
TABLE
TYPE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • [illegible]

September [illegible]

File [illegible]
Forest Boundary – [illegible]
Beech Creek [illegible]
Pendleton – John Day Highway
Grant County

Mr. Robert E. Sproul
Mt. Vernon
Oregon 97865

Dear Mr. Sproul:

This will respond to your visit to my [illegible] afternoon concerning the matter of fencing [illegible] the Forest Boundary – Little Beech Creek [illegible] Pendleton – John Day Highway in Grant County. [illegible] ment which you entered into on November [illegible] you to do certain fencing construction for a [illegible] $5,500, the fencing to be completed prior to January 1, [illegible]

During your visit you advised that [illegible] sideration as understood by you was that [illegible] paid the same rate as the State paid the general [illegible] on the project for fencing along other property [illegible]. I have discussed the matter with the [illegible], and [illegible] by him that his [illegible] that you [illegible] $5,500 figure [illegible]

As [illegible] by you, I have [illegible] In other words, [illegible]

[illegible]
[illegible]
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

D. [illegible]
[illegible]

[illegible]

OREGON STATE
HIGHWAY DIVISION

SALEM, OREGON • 97310

DATE [illegible]

TO: Oregon State Highway Commission

FROM: [illegible]
State Highway Engineer

SUBJECT: [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

OREGON STATE HIGHWAY DIVISION
INTER DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 25, 1972

SUBJECT: **Forest Boundary-Little Beach Creek Section**
Contract No. 7520
Request for Overrun

To: A. E. Johnson
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

This project is now expected to overrun $103,665.19 or 6.7 percent. The project is virtually completed, so this should be an accurate figure (except for possible claim settlements later).

The largest factor responsible for this overrun is the General Excavation quantity. The regular bid item excavation will apparently overrun about 141,000 cubic yards or 22 percent which amounts to about $107,000 added on this one item (this does not include an additional 32,000 cubic yards of slide excavation done under a price agreement at bid price, funding for which was provided by a slide correction item in the project authorization). Cut slopes were flattened from the plan in several areas to obtain stability.

The second most expensive contributing factor is fencing which will cost some $[illegible],170 and was not anticipated in the project authorization.

Overrun request forms and a rough draft letter to the Highway Commission are attached.

NOTED
A. E. JOHNSON

RECEIVED
JUL 26 1972
OFFICE OF
A. E. JOHNSON
[illegible]

[illegible]
[illegible]
cc V. L. Gallagher

[illegible] ION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

[illegible] Little Beech Creek

[illegible], 1972

SUPERVISION None

PROJECT AUTHORIZATION 2,525,934.31

1,116,627.89

COMPLETED [illegible] 1,180,000.00

ESTIMATED PERCENT OVERRUN 4.5 %

[illegible] Little Beech Creek

HIGHWAY Pendleton-John Day

COUNTY Grant

KIND OF WORK Grading, Oiling & Structures

CONTRACT NUMBER 3520

FEDERAL AID PROJECT NUMBER ([illegible])

DATE WORK STARTED March 3, 1971

[illegible] July [illegible], 1972

SPECIFIED CALENDAR DAYS

SPECIFIED COMPLETION DATE

CALENDAR DAYS USED

PERCENT OF TIME ELAPSED

ENGINEERING AUTHORIZATION 108,446.92

This week [illegible].83

ENGINEERING COST TO DATE 133,[illegible].83

PERCENT OF AUTHORIZATION 22.7 %

DATE PROJECT WAS COMPLETED

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVI[illegible]
MILES IN PROJECT	4.33	4.33		4.33	
MILES PARTIALLY COMPLETED	4.33	4.33		[illegible]	
MILES COMPLETED	4.33	4.33		4.33	
[illegible] QUANTITIES (CONTRACT)	[illegible],000 cy	100,000 T		[illegible]	
QUANTITIES CORRECTED TO DATE	816,000 cy	94,100 T		[illegible]	
[illegible] MOVED OR PLACED TO DATE	[illegible],000 cy	94,100 T		[illegible]	
[illegible]					
[illegible] NECESSARY TO [illegible]					
[illegible] PER DAY					

[illegible] WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO	3556A							
PERCENT	100							

	WEATHER	[illegible]		[illegible]
SUNDAY [illegible]	Clear	1		
[illegible]	"	1		
[illegible]	"	1		
[illegible]	Partly Cloudy	1		
[illegible]	" "	[illegible]		
[illegible]	Clear			
[illegible]				

Routing
Walker
Johnson

RECEIVED
JUL [illegible] 1972
CONSTRUCTION
SECTION

[illegible]

[illegible]	
MONDAY	No activity
TUESDAY	" "
WEDNESDAY	" "
THURSDAY	" "
FRIDAY	" "
SATURDAY	

REMARKS

[illegible]

[illegible]

[illegible] by C.R. O'Neil, C.C. [illegible]

[illegible] report.

SIGNED [illegible]

[illegible]

7/52D

5

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

[illegible]

Project [illegible] Date [illegible]

Highway [illegible] Contract No. [illegible]

County [illegible] Kind of Work [illegible] Contractor [illegible]

	Authorized	Estimated
Contract Amount	1,306,786.50	1,384,000.00
Anticipated Items	46,800.00	55,700.00
Contingency (4½%)	61,001.39	57,000.00
Engineering	108,446.92	135,000.00
Credits		- 3,000.00
PROJECT COST	1,525,034.81	1,628,700.00
NET INCREASE $		103,665.19

STATE HIGHWAY COMMISSION APPROVED BY
DATE 8-8-72

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount	Net Change
General Excavation	(C)	[illegible]	+ [illegible]
[illegible]	(C)	[illegible]	+ [illegible]
[illegible]	(C)	[illegible]	- [illegible]
[illegible]	(C)	[illegible]	- [illegible]
[illegible]	(C)	[illegible]	- [illegible]
[illegible]	[illegible]	[illegible]	- [illegible]
[illegible]	[illegible]	[illegible]	+ [illegible]
[illegible]	(A)	[illegible]	+ [illegible]
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	- [illegible]	
[illegible]	[illegible]	- [illegible]	

Reasons for overruns (Continue on reverse side): General excavation: All cuts ended up [illegible] [illegible] very little [illegible]

[illegible] A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the [illegible] [illegible] one copy will be sent to the Division Engineer and one copy to the [illegible]

Submitted by [illegible] Resident Engineer

Noted by [illegible] Construction or Bridge Engineer

[illegible] by [illegible] Engineer

Noted by [illegible] Deputy or State Highway Engineer

[illegible]

MARWAIS STEEL COMPANY

[illegible] • P.O. Box [illegible] • [illegible]
Telephone [illegible]

[illegible]

June 8, [illegible]

[illegible] MAIL NO. 375687, 375688, 375689

[illegible] RECEIPT REQUESTED XXX

C. R. O'Neil and [illegible]
E.D. Dennis & Son, Inc. (J.V.)
83593 North Pacific Highway
Crestwell, Oregon

Re: Oregon Contract [illegible]
Forest Boundary-Little
Beach Crk Section

Gentlemen:

This is to advise you that on June 5, 1972, we shipped Highway Guard Rail material for installation on the above project to Coral Corporation of Gladstone, Oregon, a sub-contractor for your firm on this project. This material was billed on our invoice no. 6-086, dated 6/5/72 in the amount of $ 6,535.81.

This advice is a routine procedure followed by this Company and is not a reflection of the credit standing of your sub-contractor.

Very truly yours,
MARWAIS STEEL COMPANY

James E. Cameron
James E. Cameron pmr
Credit Manager

[illegible]

[illegible] Corporation
[illegible]

[illegible] of Oregon

[illegible]

[illegible]

Gentlemen:

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]

[illegible]

[illegible]

FISH COMMISSION
FOR FILING
OFFICE OF THE DIRECTOR
307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • [illegible]

TOM McCALL
GOVERNOR

COMMISSIONERS
EDW. G. HUFFSCHMIDT
Chairman
JOSEPH I. EOFF
Vice Chairman
McKEE A. SMITH
Member
ROBERT W. SCHONING
State Fisheries Director

7520

JAN 29 1971

January 27, 1971

cc's sent 2-2-71

F. B. Klaboe
L. H. Young
W. J. Hart (2)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (2)
H. S. Coulter (4)

REFERRED TO

Young 1-29-71

Mr. R. L. Porter
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

POWDER RIVER-BALDOCK SLOUGH SECTION
OLD OREGON TRAIL HIGHWAY, BAKER COUNTY

FOREST BOUNDARY-LITTLE BEECH CREEK SECTION
PENDLETON-JOHN DAY HIGHWAY, GRANT COUNTY

Dear Mr. Porter:

The above projects transmitted to us by your letter dated December 15, 1970 have been reviewed.

We anticipate no fishery conflicts regarding the Baldock Slough proposal. The project is approved.

Beech Creek supports substantial runs of anadromous fish. Disturbing the stream should be minimized or avoided if possible. Also channel changes [illegible] higher velocities which contribute to stream bed erosion, loss of miles [illegible] stream and loss of pool-riffle combinations. The pools and riffles contribute to the best rearing conditions for fingerlings.

We concur with the recommendations of the Oregon State Game Commission [illegible] installing and placing the boulders in the stream.

BEN [illegible]

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FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN [illegible] 1971
PROGRAM [illegible]

The opportunity to comment on these proposals is appreciated.

Sincerely,

Burt

BURT CARNEGIE
HYDRAULICS ENGINEER

cc Oregon State Game Commission

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JAN 2
OFFICE OF
STATE [illegible]

[illegible]

Page 1 of 5 Pages

[illegible] -

Section [illegible] Highway [illegible] - John Day County [illegible] [illegible]

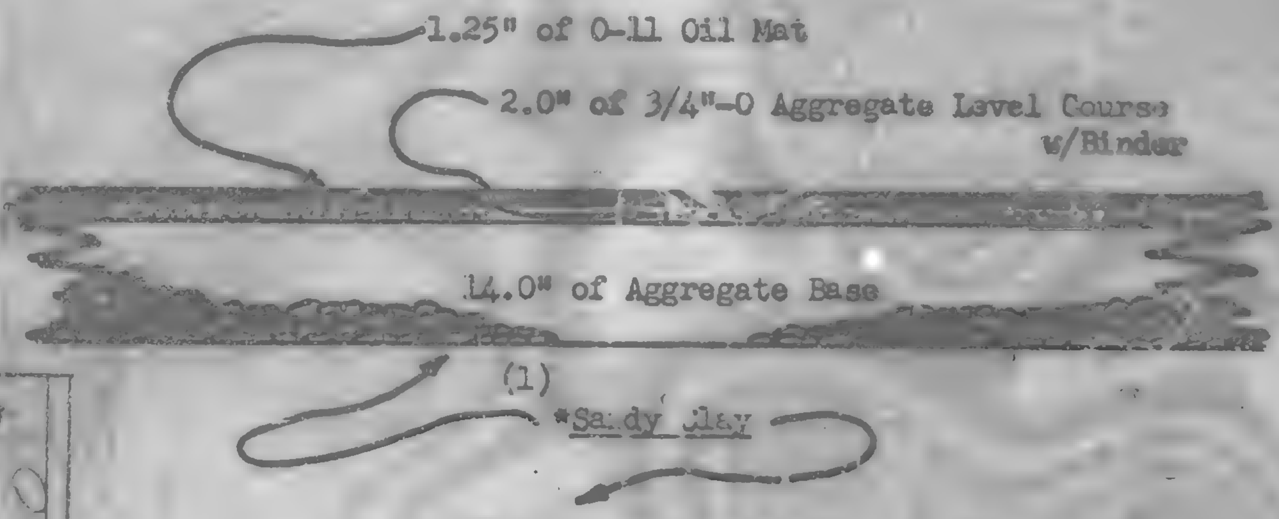
Res. Engr. Approx. Length 4.57 Miles. [illegible] 112.[illegible] to [illegible] Date [illegible]

[illegible] A.D.T. [illegible] Traffic Coefficient 7.6 18 kip s.a. per day [illegible].

Annual Precipitation 14"± (John Day) Frost Penetration 31"±.

(1)
Typical Soil *
59 LL
27 PI
65 %P 10
58 %P200
25 %Gravel
13 %C Sand
15 %F Sand
23 %Silt
34 %Clay
8 "R" Value

AASHO CLASSIFICATION:
[illegible]
MATERIAL SOURCES:
[illegible]



*See Page 2 for remarks.

Total Req.	Credit	Thick.	
	1.5	1.25	O-11
	2.0	2.0	A.L.
	14.0	14.0	A.B.
*17.5	17.5	*17.25	

NOTED
A.E. [illegible]

[illegible]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
District Engineer
Design Engineer
Specifications Engineer
[illegible] Design Engineer
[illegible] Geologist

Submitted by [illegible] Recommended by [illegible]

Recommended by [illegible]

SECTION: FOREST BOUNDARY-LITTLE BEECH CREEK

HIGHWAY: Pendleton-John Day

COUNTY: Grant

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness

All "Other Roads", connections, etc., should be constructed to a total thickness of 15.0".

---

*Remarks:

The material shown as Typical Soil would require a C.B.E. of 25.0", but rock or rocky material will be encountered in the cuts, and it is anticipated that judicious use of this material will allow the minimum thickness for Traffic Classification or a C.B.E. Requirement of 17.5".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	0.8 "	Crushed Base
1.0"	Emulsion Treated Wearing Surface	=	1.5 "	Crushed Base

Above factors apply to materials that comply with Standard Specifications, ~~[illegible]~~, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: FOREST BOUNDARY-LITTLE [illegible]

HIGHWAY: Pendleton-John Day

COUNTY: Grant

410 Present ADT (1970)

15 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	[illegible]
2	15	1.6	24	20	450	9,[illegible]
3	20	1.6	32	26	1000	[illegible]
4	1	1.6	2	2	1250	2,[illegible]
5	24	1.6	38	31	3180	[illegible]
6	0	---	—	—	2570	[illegible]
				79 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL [illegible]

TWENTY YEAR EWL [illegible]

TRAFFIC COEFFICIENT [illegible]

SECTION: [illegible]-LITTLE [illegible] CREEK

HIGHWAY: Pendleton-John Day

COUNTY: Grant

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification: See attached sheet**
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ______ Poor ______
   Remarks: ______
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: No problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See attached sheet for cost comparison.

FOREST BOUNDARY-LITTLE [illegible]

Pendleton-John Day Highway

Grant County

Unit prices were obtained for this area from A. D. Bollinger, Cost Analyst, and are listed below;

Class B Asphaltic Concrete	$9.35	per ton
Emulsion Treated Wearing Surface	8.90	per ton
O-11 Oil Mat	.60	per sq. yd.
Aggregate Level	4.25	per cu. yd.
Aggregate Base	4.90	per cu. yd.

Three sections of comparable strength were considered in the following per-square-yard cost comparison:

1.25" O-11	2.0" E.T.W.S.	3.5" A.C.
2.0" A.L.	2.0" A.L.	2.0" A.L.
14.0" A.B.	12.5" A.B.	9.5" A.B.
2.93	3.07	3.24

The aggregate base on the A.C. section has been increased until the total surfacing thickness structure equals approximately one-half the reported frost depth.

The O-11 Oil Mat section has been selected, as it is the least costly. See Page 4, Item 4.

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1970
GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
DAN CALLAGHAN, Member
J. PAT METKE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

12-4120
12-7520

October 28, 1970

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OCT 29 1970
DESIGN SECTION

Hall
L. A. Olson
Wills
Hachtman
Carstensen
Keyes
Turpin
Snyder

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

State Highway Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

We have reviewed the preliminary plan sheets for the following projects sent with your letter of September 30, 1970.

1. South Unit, Condon-Thirtymile Creek Section
   John Day Highway, Gilliam County

2. Forest Boundary-Little Beach Creek Section
   Pendleton-John Day Highway, Grant County

3. Crane Creek Road-Cogswell Creek Section
   Fremont Highway, Lake County

Field reports on these projects indicate that there will be no conflict with wildlife resources, so the projects are approved.

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc's sent 10-30-70

F. B. Klaboe
L. H. Young
W. J. Hart (3)
C. G. Swenson
W. H. Tebeau
F. E. Turpin (3)
J. F. Putnam (2)
H. S. Coulter (4)

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OCT 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem [illegible]

September [illegible], 1970

To: Mr. L. [illegible]
Program and Planning Engineer

BUILDING

SUBJECT: PROGRAMMING
[illegible]
Pendleton-John Day Highway
Grant County

Please authorize the use of state funds to purchase the necessary right of way for the above project.

This right of way is estimated at $35,000 with no improvements involved. The project is scheduled for January 26, 1971, as a State [illegible] project.

No hearing has been held; however, Mr. Klaboe authorized the acquisition without a hearing.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

J[illegible]:F

cc F. [illegible]
[illegible]
[illegible]

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SEP 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 6 - 1970
FOR FILING

12-3120

3520

July 3, 1970

Oregon State Highway Commission

Gentlemen:

Surveys have been completed on the following sections. All required public hearings have been held and we have requested or received design approval from the Bureau of Public Roads on each project that will be utilizing federal-aid funds.

Chemawa Road-Hickory Street Section, Salem Freeway (I-305). This is the Salem Interstate Spur to be constructed with two 24-foot travel ways separated by a variable median with 6-foot inside shoulders and 10-foot outside shoulders. The corridor and design hearings were held July 11, 1968 and March 5, 1970, respectively. The Bureau of Public Roads approved the design June 17, 1970. The length of this project is 4.11 miles and the estimated cost for construction $12,500,000 and right-of-way $1,750,000, totals to $14,250,000.

Forest Boundary-Little Beech Creek Section, Pendleton-John Day Highway. The work involves reconstructing the existing highway to a two-lane section consisting of two 12-foot travel lanes with 4-foot shoulders. This is a bond project approved by the State Emergency Board June 19, 1970. Hearings will not be required. The length of this section is 4.32 miles and the total estimated cost is $1,335,000 (Construction $1,300,000, Right-of-Way $35,000).

Ava Avenue-Burnside Section, Mt. Hood Highway. This is a cooperative construction-finance project which agreement was approved December 17, 1968. The project will consist of widening the existing facility to a 72-foot curbed street section which will accommodate four lanes of traffic. The section is 1.65 miles in length and the total estimated cost is $1,800,000 (Construction $800,000, Right-of-Way $1,000,000). The project will be shared on the basis of 75 percent State - 25 percent City. The hearing was held March 19, 1970, and a formal request for design approval was forwarded to the Bureau of Public Roads June 16, 1970.

Patterson Street-Klamath Falls, Malin Junction Section, Klamath Falls-Lakeview Highway.

The reconstruction of this section consists of widening the existing facility to a four-lane highway composed of two 24-foot travel ways separated by a 4-foot median with 10-foot outside shoulders. The hearing was held April 15, 1970, and design approval requested of the Bureau of Public Roads June 24, 1970. This section is 1.32 miles in length and the total cost is $715,000 (Construction $600,000, Right-of-Way $115,000). Finance approval on Program XII was obtained December 23, 1969.

Maps of these projects are attached for your information.

I recommend survey-design approval and request authority to purchase the necessary right-of-way.

This matter will be on the agenda for your consideration at the July 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

Attachments

cc Floyd Query
[illegible]
F. B. Klaboe
Victor D. Wolfe
F. D. [illegible]
D. J. [illegible]
E. H. [illegible]
V. E. [illegible]
O. [illegible]
[illegible]
E. S. [illegible]
[illegible]
[illegible]

[illegible] fn

Prefix No. 12-1480

ADDENDUM "A" TO LOCATION PROSPECTUS
FOREST BOUNDARY-LITTLE BEECH CREEK SECTION
PENDLETON-JOHN DAY HIGHWAY
GRANT COUNTY

The following addendum is submitted to revise and correct the above-named prospectus:

PARAGRAPH 1 THROUGH 6: Correct as per original prospectus.

PARAGRAPH 7: Delete and replace with the following:

TYPICAL SECTION: 24-foot travel way with 4-foot shoulders. Shoulders treated full width with 1-1/4 inches of 0-11.

PARAGRAPH 8 THROUGH 14: Correct as per original prospectus.

ATTACHMENT: Destroy the original attachment and replace with the attachment from this addendum.

December 30, 1963
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
H. S. Cox
F. B. Crandall
I. A. DeFreece
Frank Hall
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

Fred: For your info.

Y

Prefix No. 17-[illegible]

LOCATION PROSPECTUS
FOREST BOUNDARY-LITTLE BEECH CREEK SECTION
PENDLETON-JOHN DAY HIGHWAY
GRANT COUNTY

HIGHWAY: Pendleton-John Day, State Primary No. 28, Federal-aid Primary No. 30.

TERMINI: North, M.P. 110.69, 0.43 mile south of Forest Boundary at end of N.F.H. project. South, M.P. 115.26 junction Pendleton-John Day and Beech Creek Highways.

LENGTH: 4.57 miles along existing highway.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and surfacing on new and revised alignment. The route approximates the existing facility--using it where possible--with minor changes in alignment. Reconnaissance is not necessary. Soils investigations will be conducted. Special drainage studies will be made where required. An economic analysis is not needed at this time. There are no towns affected by this project.

CHARACTERISTICS: Existing ADT 340; projected ADT 480.

STANDARDS: Class "D", maximum grade 6 per cent, maximum curvature 10 degrees.

TYPICAL SECTION: 22-foot travel way with 4-foot shoulders. Shoulders treated full width with 1-1/4 inches of 0-11.

BRIDGES: There are three bridges crossing Beech Creek on the existing facility of which studies will be made.

ACCESS: Direct to the pavement, limited as to location, width and unrestricted as to land use.

BASE DESIGN: Tentative base design for construction:

Wearing Surface	1-1/4" 0-11
Top Course Base	2 " Level
Bottom Course Base	15 " Coarse Base
Total Depth	18-1/4"

LOCATION PROSPECTUS
FOREST BOUNDARY-LITTLE BEECH CREEK SECTION

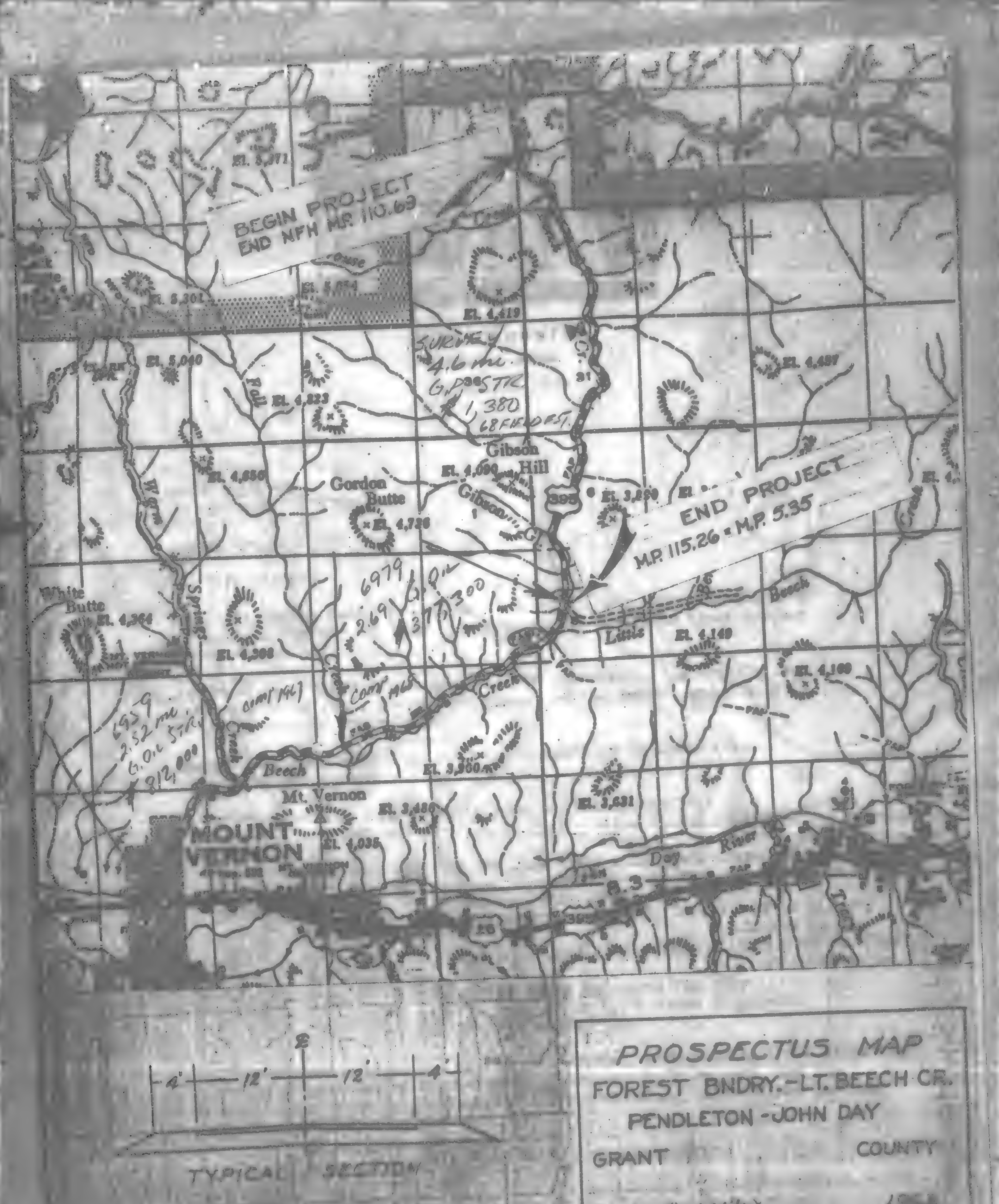
MATERIAL SOURCE: Local State, commercial.

ADDITIONAL FACILITIES: No railroads or interchanges.

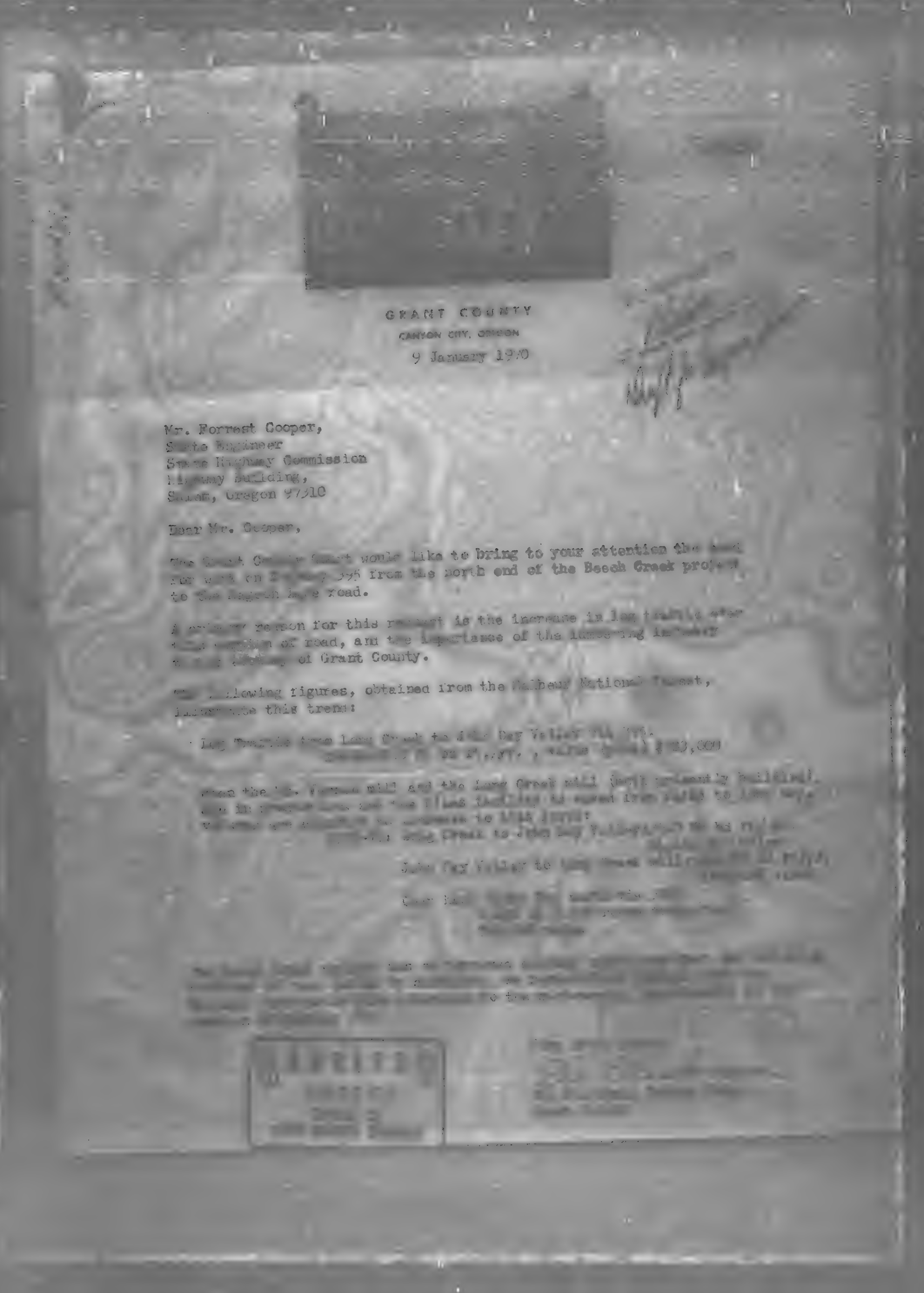
AGREEMENTS: Required with Grant County as to the disposition of portions of the existing highway. Routine utility.

STATE PARKS OR ROADSIDE REST AREAS: None.

December 19, 1963
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
H. S. Cox
F. B. Crandall
I. A. DeFrance
Frank Hall
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Pflug
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young



PROSPECTUS MAP
FOREST BNDRY.-LT. BEECH CR.
PENDLETON-JOHN DAY
GRANT COUNTY
Scale 1" = 1 Mile
19[illegible]



GRANT COUNTY
CANYON CITY, OREGON

9 January 1970

Mr. Forrest Cooper,
State Engineer
State Highway Commission
Highway Building,
Salem, Oregon 97310

Dear Mr. Cooper,

The Grant County Court would like to bring to your attention the need for work on Highway 395 from the north end of the Beech Creek project to the [illegible] road.

A primary reason for this request is the increase in log traffic over this section of road, and the importance of the lumbering industry to the economy of Grant County.

The following figures, obtained from the Malheur National Forest, illustrate this trend:

Log Traffic from Long Creek to John Day Valley [illegible]
[illegible] $[illegible],000

[illegible] the [illegible] mill and the Long Creek mill [illegible]
[illegible]
[illegible]
[illegible] Long Creek to John Day Valley [illegible]
[illegible]

John Day Valley to Long Creek [illegible]
[illegible]

[illegible]
[illegible]
[illegible]

[illegible]

[illegible]

[illegible] Willow Flat Rd.-[illegible]
Sec., Mt. Hood Hwy., S. of [illegible]
#7521 River (Grad., pav., struct.)

STATE COPY

[illegible] BY FHWA FEDERAL [illegible] NUMBER [illegible] PROJECT AGREEMENT [illegible] [illegible] NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 11 - 24 - 75	State [illegible] County [illegible] Project [illegible]

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 24, 1971 is hereby modified as follows:

		Former amount		Revised amount
Estimated total cost of project		$ 1,4[illegible].00		$ 1,4[illegible]
Federal funds	RS	[illegible]	RS	[illegible]
	Sec	$ 606,133.00	Sec	$ [illegible]
Other revisions				

This modification is made for the following reasons:
To increase the secondary funds (appn. Code 022) and decrease the rural secondary funds (appn. Code [illegible]) a corresponding amount to utilize the remaining balance of secondary funds (022) to prevent lapse.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of November, 1975.

[illegible] STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R.D. Wright
For: G. L. [illegible]

Form [illegible] Previous editions are obsolete

[illegible] Division
[illegible], 1973

[illegible]
[illegible]

[illegible] Section
[illegible]

[illegible] Project Agreement Estimate.

Type Code 0010
[illegible], Grading (Sta. 746+70 to Sta. 751+34.57)

Total same as previous estimate of February 17, 1971 and September 12, 1973. $ 66,881.00

Type Code 6[illegible]4
[illegible] and Paving (Sta. 751+34.57 thru Equa. [illegible] thru Equa. 8[illegible]31.08-- [illegible])

Total same as previous estimate of September 12, 1973. 1,363,156.00

Length of Roadway (Grading) - - - - 0.107 mile
Length of Roadway (Grade & Pave) - 2.427 miles
Total 2.534 miles

Cost of Roadway (Grading) Per mile - - - - - - - - - - $531,598.13
Cost of Roadway (Grade & Pave) Per mile - - - - - - 561,663.96

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Grading)	$ 66,881.00	$ 36,142.00	$ [illegible]
Roadway (Grading & Paving)	1,363,156.00	[illegible]	[illegible]
Total	$1,420,037.00	$902,200.00	$ 517,8[illegible]

SUMMARY OF FEDERAL FUNDS

	Total Cost	Federal Funds	State Funds
[illegible] Secondary Funds	$ 390,497.00	$241,7[illegible].71	$ [illegible]
[illegible] Funds	1,[illegible]	660,[illegible]	[illegible]
Total	$1,420,037.00	$902,200.00	$ [illegible]

Group 1 100%

[illegible] 14-3078

[illegible] No. 7[illegible]

[illegible] 7-21

STATE COPY

[illegible]

[illegible]

[illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-1)

8-31-73

STATE Oregon

[illegible]

[illegible]

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 24, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,[redacted]	$ 1,[redacted]
	RS [redacted]	RS [redacted]
Federal Funds	$ Sec. [redacted]	$ Sec. [redacted]
Other revisions		

This modification is made for the following reasons:

To include price agreement No. 7 with resultant increase in cost.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21st day of September, 1973.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
G. L. [illegible] (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

[illegible]
No. [illegible]

[illegible] Highway Division

WILLOW FLAT ROAD-FIKES CORNER SECTION
OF THE MT. HOOD HIGHWAY IN HOOD RIVER COUNTY

Salem, Oregon, September 12, 1973

Revised Project Agreement Estimate.

Type Code 0010
[illegible] Grading (Sta. 7[illegible]+70 to Sta. 751+34.57)

Total same as previous estimate of February 17, 1971			$ 5[illegible]

Type Code 0024
[illegible] Grading and Paving (Sta. 751+34.57 thru Equa. 758+61.71 = [illegible] and Equa. 84[illegible]+31.08 = 8[illegible]+77.18 to Sta. [illegible])

Subtotal on previous estimate of April 25, 1973			$1,1[illegible]
Additional Items			
PA 7 -- Furnish and Place 1-1/2" - 0 Aggregate Base	2,640 cu.yd.	4.25	$ 11,[illegible]
PA 7 -- Furnish and Place 3/4" - 0 Aggregate Base	520 cu.yd.	5.00	2,[illegible]
	Increase		$ 1[illegible]
	Subtotal		$1,[illegible]
	Engr. & Cont.		1[illegible]
	Total		$1,[illegible]

Length of Roadway (Grading) ---------- 0.107 mile
Length of Roadway (Grading & Paving)- 2.[illegible]7 miles
Total- 2.[illegible]4 miles

Cost of Roadway (Grading) Per Mile -- $531,598.13
Cost of Roadway (G & P) Per Mile -- $561,663.96

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway (Grading)	$ 56,881.00	$ 36,142.00	$ [illegible]
Roadway (Grading & Paving)	1,363,156.00	866,058.00	[illegible]
Total	$1,420,037.00	$902,200.00	$517,8[illegible]

SUMMARY OF FEDERAL FUNDS

Rural Secondary Funds	$ 465,954.00	$296,067.00	$169,887.00
Secondary Funds	954,083.00	606,133.00	[illegible]
Total	$1,420,037.00	$902,200.00	$517,837.00

Group 1 - 100%

[illegible]: 14-1078

Contract No. [illegible]

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID
PROJECT AGREEMENT
(PPM 21-5)

5-3-73

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 14, 19[illegible], is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,394,938	$ [illegible]
	RS 296,087	RS [illegible]
Federal Funds	$ Sec. 590,273	$ Sec. [illegible]
Other revisions		

This modification is made for the following reasons:

Increase in cost and quantities of bid item.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of May, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

for G. L. Green (Division Engineer)

[illegible] of Form PR-2A (Rev. 4-70) will be used.

[illegible] Division

Federal [illegible]
No. [illegible]

WILLOW FLAT ROAD-PINES CORNER SECTION
OF THE MT. HOOD HIGHWAY IN HOOD RIVER COUNTY

Salem, Oregon, April 25, 1973

Revised Project Agreement Estimate.

Type Code 0010
Roadway, Grading (Sta. 745+70 to Sta. 751+34.57)

Total same as previous estimate of February 17, 1971			$ 56,[illegible]

Type Code 6204
Roadway Grading & Paving (Sta. 751+34.57 thru Equa. 759+61.71 = 758+56.42 thru [illegible] 8[illegible]+31.[illegible] = [illegible]+77.18 to Sta. 8[illegible]+00)

Subtotal on previous estimate of December 7, 1972			$ 1,189,3[illegible].25
Previous estimate of February 17, 1971 Bid Item			
Embankment Foundation Excavation	5,500 cu.yd.	2.00	$ 11,[illegible].00
Revised estimate			
Embankment Foundation Excavation	9,745 cu.yd.	2.00	$ 19,[illegible]
	Increase		$ 8,490.00
	Subtotal		$ 1,[illegible]
	Engr. & Cont.		[illegible].72
	Total		$ 1,346,547.0[illegible]

Length of Roadway (Grading) - - - - - - - 0.107 mile
Length of Roadway (Grading & Paving)- - - 2.427 miles
Total 2.534 miles

Cost of Roadway (Grading) per mile- - - - - $531,598.13
Cost of Roadway (Grading & Paving per mile) - $554,819.53

SUMMARY OF FUNDS

[illegible]	Total Cost	Federal Funds	[illegible]
[illegible] (Grading)	$ 56,881.00	$ 36,1[illegible].00	$ [illegible]
[illegible] (Grading & Paving)	1,346,547.00	855,[illegible].00	[illegible]
Total	$1,403,428.00	$ 891,700.00	$ 5[illegible]

SUMMARY OF FEDERAL FUNDS

Rural Secondary Funds	$ 465,954.00	$ 296,067.00	$ 169,[illegible]
Secondary Funds	937,474.00	595,633.00	[illegible]
Total	$1,403,428.00	$ 891,700.00	$ 511,7[illegible].00

Group 1 - 100%
Prefix: 14-1078
Contract No. 7521

STATE COPY

[illegible]	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-[illegible])	[illegible] S-[illegible]

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 24, 19[illegible], is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,342,395	$ 1,[illegible]
Federal Funds	RS 206,067 $ Sec 556,890	RS [illegible] $ Sec [illegible]
Other revisions		

This modification is made for the following reasons:

Increase in cost as a result of additional items of work

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 15th day of December, 1972.

OSHD
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
G.L. Green (Division Engineer)

Form PR-2A (Rev. [illegible]) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

[illegible] Highway Division

Federal-Aid Project
No. S-[illegible]

WILLOW FLAT ROAD-FIKES CORNER SECTION
OF THE MT. HOOD HIGHWAY IN HOOD RIVER COUNTY

Salem, Oregon, December 7, 1972

Revised Project Agreement Estimate

Type Code 0010
[illegible], Grading (Sta. 745+70 to Sta. 751+34.57)
Total same as previous estimate of February 17, 1971 $ 56,881.00

Type Code 6204
[illegible] Grading & Paving (Sta. 751+34.57 thru Equa. 758+61.71 = 758+66.42 thru Equa. [illegible]+11.78 = [illegible]+77.16 to Sta. 880+00)
Subtotal on previous estimate of February 17, 1971 $ 1,142,870.15

Additional Items			
P.A. 6 Pit Run Rock	14,500 cu.yd.	2.50	$ [illegible]
P.A. 10 Asphalt Treated Base Mixture	2,050 ton	5.10	[illegible]
	Increase		$ [illegible]
	Subtotal		$ 1,[illegible]
	Engr. & Cont.		[illegible]
	Total		$ 1,3[illegible].00

Length of Roadway (Grading) - - - - - -	0.107 mile
Length of Roadway (Grading & Paving)- -	2.427 miles
Total	2.534 miles

Cost of Roadway (Grading) per mile - - - $531,598.13
Cost of Roadway (Grading & Paving per mile) $551,321.33

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Grading)	$ 56,881.00	$ 36,142.00	$ 20,7[illegible]
Roadway (Grading & Paving)	1,3[illegible].00	[illegible]	[illegible]
Total	$1,3[illegible].00	$ [illegible]	$ [illegible]

SUMMARY OF FEDERAL FUNDS

Rural Secondary Funds	$ 465,854.00	$ 296,067.00	$ 169,[illegible]
[illegible] Funds	[illegible].00	[illegible]	[illegible]
	$1,3[illegible].00	$ [illegible]	$ [illegible]

[illegible] 1 - 100%
[illegible] 11-1993
[illegible] No. 7521

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJECT AGREEMENT

(PPM 21-7)

2-24-71

[illegible], through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willow Flat Road-Pines Corner Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	[illegible]
HIGHWAY PLANNING		[redacted]
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		[redacted]
CONSTRUCTION		
OTHER (Specify)	12-15-70	1.56

FUNDS **Pro Rata 63.54%**

ESTIMATED TOTAL COST OF PROJECT
$ [illegible] Rural Secondary
[illegible] Secondary

FEDERAL FUNDS
$ [illegible] Rural Secondary
[illegible] Secondary

The State further stipulates that pursuant to said Title 23, Regulations and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

[illegible] State Highway Division
(State Highway Department)

By [illegible]

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer 24 FEB 1971

PREVIOUS EDITIONS ARE OBSOLETE

[illegible] Division

Federal-[illegible]
Project No. [illegible]

WILLOW FLAT ROAD-PIKES CORNER SECTION

OF THE MT. HOOD HIGHWAY IN HOOD RIVER COUNTY

Salem, Oregon, February 17, 1971

Project Agreement Estimate.

Type Code 0010
Roadway, Grading (Sta. 745+70 to Sta. 751+36.57)

Temporary Protection and Direction of Traffic	All	Required (5%)		$ [illegible]
Clearing and Grubbing	All	Required (10%)		12,[illegible]
Ditch Excavation	20	cu.yd.	2.00	[illegible]
General Excavation	30,000	cu.yd.	0.73	21,9[illegible]
Trench Excavation	55	cu.yd.	5.00	275.00
Obliteration of Roadway	290	sq.yd.	0.20	58.00
Watering	50	M-gal.	3.00	150.00
3/4" - 0 Aggregate Base	80	ton	3.35	268.00
Plant Mix Aggregate Base	600	ton	2.85	1,710.00
Cement Treated Base Mixture	450	ton	5.10	2,295.00
Portland Cement in CTB Mixture	25	ton	32.00	800.00
Asphalt in Seal	2	ton	70.00	140.00
Class "B" Asphalt Concrete Mixture	400	ton	6.90	2,760.00
Asphalt Cement in Mixture	25	ton	35.00	875.00
[illegible] Pipe	150	lin.ft.	6.00	[illegible]
[illegible] Pipe Under Pavement	40	lin.ft.	10.00	[illegible]
[illegible], Type "G-2M"	1	only	[illegible]	[illegible]
[illegible]	90	lin.ft.	2.[illegible]	[illegible]
[illegible] Material in Drains	15	cu.yd.	8.00	[illegible]
[illegible] Type 2	250	lin.ft.	[illegible]	[illegible]
[illegible] Type 1A	225	lin.ft.	6.25	[illegible]
[illegible]	2	only	[illegible]	[illegible]
[illegible], Class 700	15	cu.yd.	5.00	[illegible]
[illegible]	8	only	8.[illegible]	[illegible]
[illegible]	2	acre	[illegible]	[illegible]
[illegible]	2	acre	[illegible]	[illegible]
[illegible]	60	lb.	1.[illegible]	[illegible]
[illegible], 22-16-6	8	cwt.	12.00	[illegible]
				$ [illegible]
[illegible] of Contractor's Cost)	All	Required ([illegible])		$ [illegible]
[illegible]	All	Required ([illegible])		[illegible]
				$ [illegible]

Subtotal	$	5[illegible]
Engr. & Cont.		[illegible]
Total	$	5[illegible]

Type Code 6204
Roadway, Grading and Paving (Sta. 751+34.57 thru Equa. 758+61.79=758+66.42 thru Equa. 846+31.08=846+77.18 to Sta. 8[illegible])

Temporary Protection and Direction of Traffic	All Required (95%)		$ 23,7[illegible].00
Clearing and Grubbing	All Required (90%)		112,5[illegible].00
Removal of Structures and Obstructions	All Required		6,000.00
Ditch Excavation	580 cu.yd.	2.00	1,1[illegible].00
Embankment Foundation Excavation	5,500 cu.yd.	2.00	11,0[illegible].00
General Excavation	398,000 cu.yd.	0.73	290,5[illegible].00
Toe Trench Excavation	250 cu.yd.	2.00	5[illegible].00
Overhaul	20,000 C-yd.sta.	0.40	8,[illegible].00
Trench Excavation	3,375 cu.yd.	5.00	16,[illegible].00
Finishing Roadbed and Slopes	All Required		10,[illegible].00
Obliteration of Roadway	6,350 sq.yd.	0.20	1,2[illegible]0.00
Watering	4,250 M-gal.	3.00	12,750.00
3/4" - 0 Aggregate Base	4,640 ton	3.35	15,[illegible].00
Plant Mix Aggregate Base	46,200 ton	2.85	13[illegible]
Stage Construction Surfacing	15,700 sq.yd.	1.00	15,[illegible]
Cement Treated Base Mixture	19,250 ton	5.10	98,17[illegible]
Portland Cement in CTB Mixture	1,055 ton	32.00	33,7[illegible].00
Asphalt in Seal	44 ton	70.00	3,080.00
Class B Asphalt Concrete Mixture	18,100 ton	6.90	124,890.00
Asphalt Cement in Mixture	1,175 ton	35.00	41,125.00
3/[illegible] - 0 Aggregate in Prime Coat	56 cu.yd.	7.00	3[illegible].00
RC-2[illegible] Asphalt in Prime Coat	10 ton	70.00	7[illegible]
1[illegible]-inch Paved Culvert End Slopes	20 only	120.00	2,4[illegible]
3[illegible]-inch Paved Culvert End Slopes	2 only	240.00	[illegible]
[illegible]-inch Culvert Pipe	1,270 lin.ft.	2.65	3,[illegible]
1[illegible]-inch Culvert Pipe	2,540 lin.ft.	4.00	10,[illegible]
[illegible]-inch Culvert Pipe	2,150 lin.ft.	6.00	12,[illegible]
[illegible]-inch Culvert Pipe	370 lin.ft.	11.00	4,[illegible]
[illegible]-inch Culvert Pipe	320 lin.ft.	2[illegible].00	6,[illegible]
[illegible] Culvert Pipe	350 lin.ft.	15.00	5,[illegible]
[illegible] for Pipe Under Pavement	170 lin.ft.	10.00	1,[illegible]
Concrete Inlets, Type G-1	3 only	225.00	6[illegible]
Concrete Inlets, Type G-2	1 only	2[illegible]0.00	2[illegible]
Concrete Inlets, Type G-2M	7 only	300.00	2,1[illegible]

[illegible]-inch Drain Pipe	2,260 lin.ft.	2.00	$ [illegible]
[illegible]-inch Drain Pipe	2,000 lin.ft.	3.00	[illegible]
Special Filter Material in Drains	1,245 cu.yd.	8.00	[illegible]
Guard Rail, Type 1	650 lin.ft.	2.70	[illegible]
Guard Rail, Type 2	3,750 lin.ft.	2.80	[illegible]
Guard Rail, Type 2A	1,955 lin.ft.	4.25	[illegible]
Guard Rail Anchors	16 only	200.00	3,200.00
Extra for Guard Rail Bridge Connections	4 only	200.00	[illegible]
Type 2 Fence	270 lin.ft.	1.00	[illegible]
Extra for Asphalt Approaches	35 only	60.00	[illegible]
Extra for Asphalt Curbs	1,500 lin.ft.	1.00	[illegible]
Loose Riprap, Class 700	955 cu.yd.	5.00	[illegible]
Loose Riprap, Class 2000	240 cu.yd.	6.00	[illegible]
Guide Posts, W-1	122 only	8.00	976.00
Guide Posts, Y-1	100 only	8.00	[illegible]
Roadside Seeding	28 acre	65.00	[illegible]
Roadside Mulching	28 acre	142.00	[illegible]
Seed Mixture	940 lb.	1.00	[illegible]
Fertilizer, 22-16-8	122 cwt.	12.00	[illegible]
Bridge Removal Work	All Required		[illegible]
Shoring, Cribbing, Etc.	All Required		[illegible]
Structure Excavation	66 cu.yd.	8.00	[illegible]
Structure Excavation Below Elevation Shown	10 cu.yd.	12.00	[illegible]
Class A Concrete (110 C.Y.)	All Required		[illegible]
Reinforcement (15,000 Lb.)	All Required		[illegible]
Metal Rail	50 lin.ft.	15.00	[illegible]
			[illegible]
Flagging (60% of Contractor's Cost)	All Required (95%)		$ 11,875.00
Membrane Waterproofing on Bridge Decks to be Paved	All Required		[illegible]
Temporary Erosion Control	All Required (95%)		4,730.00
Slide Correction	All Required		25,000.00
On-the-Job Training (1 @ $0.80 per hr.)	All Required		[illegible]
			$ [illegible]
	Subtotal		[illegible]
	Engr. & Cont.		[illegible]
	Total		[illegible]

Length of Roadway (Grading) - - - - - 0.107 Mile
Length of Roadway (Grading & Paving)- 2.427 Miles

Project Total - - - - - - - - - - - - 2.534 Miles

Cost of Roadway (Grading) per mile- - $531,598.13
Cost of Roadway (Grading & Paving) per mile - - - - - - - - - - - - - - $529,672.02

SUMMARY OF FUNDS

[illegible]	Total Cost	Fed. Funds	State [illegible]
Roadway (Grading)	$ 56,881.00	$ 36,[illegible].00	$ [illegible]
Roadway (Grading & Pave)	1,285,514.00	[illegible]	[illegible]
Totals	$1,342,395.00	$852,957.00	$4[illegible]

SUMMARY OF FEDERAL FUNDS

Rural Secondary Funds	$ 465,954.00	$296,067.00	$1[illegible]7.00
Secondary Funds	876,441.00	55[illegible]	[illegible]
Totals	$1,342,395.00	$852,957.00	[illegible]

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1939;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%
Prefix: 14-1078
Contract No. 7521

WILLOW FLAT ROAD-FIKES CORNER SECTION

Nonparticipating-State Work

Fall River Electric Cooperative	All Required	$ 10,000.00
United Telephone Co. of N.W.	All Required	1,[illegible]
E. Fork Irrigation District	All Required	11,[illegible]
Crystal Springs Water Dist.	All Required	7,[illegible]
Repair Existing Structures	All Required	1,[illegible]
		$ 30,500.0

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 3, [illegible]

TO Oregon State Highway Commission

bc [illegible]
[illegible]
[illegible]
H. L. [illegible]
C. [illegible]
[illegible]
J. F. [illegible]
J. S. [illegible]
V. L. [illegible]
[illegible]

FROM [illegible]
State Highway Engineer

SUBJECT [illegible] of Project Authorization
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

FORM 2-90 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1973

SUBJECT: Request for Increase in Project Authorization
Willow Flat Road-Fikes Corner Section
Contract No. 7521

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

This project was completed in November, 1972 but an accumulation of late charges including a $15,000 refund of liquidated damages on a time extension in February and more recently a $6,562 Price Agreement adjustment in favor of the contractor for patching stage construction surfaces have put the project over into an excessive overrun situation. The last Price Agreement is being held pending approval of this requested increase. It is now over 5.12 percent and we are allowed only up to five percent over. When we discussed this with you, it was decided to just face up to it and submit a request for additional funding.

The main contributing reasons to the overrun go back to the grading stage of the project. In correcting some soft wet subgrade, the contract items for 6-inch drain pipe overran some 3,000 plus feet or 128 plus percent; Embankment Foundation Excavation overran 77 percent or 4,245 cubic yards; Ditch Excavation overran [illegible] percent or 1,112 cubic yards. General Excavation, Base Rock and A. C. came fairly close to the contract quantities so there was no opportunity for offsetting underruns in major items. Price Agreement 6 is the largest added order and covers the furnishing and placing of pitrun rock on the subgrade in the troublesome soft area. This one order required over $34,000 which represents 62 percent of the contingency fund available. Engineering also overran about $50,000. The job was deliberately set up as a full two-season project but it still overran by 75 days and the contractor worked considerable overtime and had work going for about 17 actual months.

We request that the authorization be increased by $70,522.58 to a new total of $1,447,[illegible].64. Rough draft letter to the Highway Commission is attached.

JAB:fw
Enc.
cc V. L. Gallagher

7521

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Date June 29, 1973

Project WILLOW FLAT ROAD - FIKES CORNER

Contract No. 7521

Highway Mt. Hood

Contractor G. D. Dennis & Sons, Inc.

County Hood River

Kind of Work Grading, Paving and Structure

	Authorized	Estimated
Contract Amount	$1,149,640.50	$1,143,057.87
Anticipated Items	74,100.00	49,858.60
Contingency (4½%)	55,068.32	108,694.86
Engineering	97,899.24	148,500.00
Credits		- 2,880.69
PROJECT COST	$1,376,708.06	$1,447,230.64

NET INCREASE $ 70,522.58 OR 5.12 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)

Expected Amount

Net Change

SEE REVERSE SIDE

APPROVED BY STATE HIGHWAY COMMISSION
DATE 7-10-73

Principal reasons for overruns (Continue on reverse side):

[illegible] A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original [illegible] again if and when it becomes evident that the project cost will exceed by [illegible] project authorization. Submit five copies to Salem. After [illegible] one copy to the Regional [illegible] one copy will be sent to the Regional Engineer and one copy to the [illegible] Assistant State Highway Engineer.

Submitted by /s/ J. S. Sawyer
Resident Engineer

Confirmed by
Regional Engineer

Noted by
Engineer

Noted by
Deputy State Highway Engineer

MAJOR OVERRUNS AND UNDERRUNS

Item No.	Description	Expected Amount	Net Change
Contract Items			
5	Embankment Foundation	$ 19,491.00	+$ 8,491.00
6	General Excavation	297,680.00	- v14,7[illegible]
14	PMAB	149,911.00	+ 16,531.00
16	CTB	88,630.00	- 11,840.00
Anticipated Items			
	Flagging	21,318.00	+ 8,817.00
	Slide Correction	0	- 25,000.00
Unanticipated			
PA 1	Constr. Fence	5,485.00	- 5,485.00
2	Constr. Gateways	300.00	- 300.00
3	Exc. Below Subgrade	20,982.00	- 20,982.00
4	Additional General Excav.	2,708.00	- 2,708.00
5	Subs. Riprap	5,178.00	- 5,178.00
6	Furn & Place Pit Run Rock		
6 Sup. 1	Furn. & Place Pit Run Rock		
6 Sup. 2	Furn & Place Pit Run Rock	34,068.00	- 34,068.00
7	Furn & Place Aggregate Base	13,814.00	- 13,814.00
8	Furn & Place Aggr. In Ditches	2,020.00	- 2,020.00
9	Doc. Rev. CTB Specs		
10	Subs. Asph. Tr Base Mix	10,441.00	- 10,441.00
11	Doc. Rev. AC Moist. Specs.		
EW 3	Adj. Private Water Lines	4,613.00	- 4,613.00
4	Inst. Private Irrig. Facs.	970.00	- 970.00
5	Adj. Culv.		
6	Reloc. Mailboxes	125.00	- 125.00
7	Adj. Guardrail	730.00	- 730.00
SF5-278	Perm. Striping	698.00	- 698.00
PA 14	Adjusting for AC Patching of detours and stage constr. surface	6,562.86	
	Unanticipated Total	$108,694.86	

RECEIVED

1973

CONSTRUCTION SECTION

[illegible]

59521

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Very [illegible]

[illegible]

[illegible]

[illegible]

PARKER, ABRAHAM & BELL
ATTORNEYS AT LAW
205 THIRD STREET
HOOD RIVER, OREGON 97031

[illegible]
[illegible] ABRAHAM
[illegible]

P. O. [illegible]
AREA CODE [illegible]
TELEPHONE [illegible]

March 2, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Claim of David Bennett
against G.D. Dennis & Sons, Inc.
Amount: $481.11

Dear Sirs:

This is to acknowledge on behalf of our client that he has been paid in full by G. D. Dennis & Sons, Inc. with respect to contract #7521 and the claim filed by us on Mr. Bennett's behalf in the latter part of 1972 can and should be deemed satisfied.

Sincerely,

PARKER, ABRAHAM & BELL

Alan J. Bell

By:
Alan J. Bell

AJB:[illegible]

cc: General Insurance Company of America
1300 S.W. First Avenue
Portland, Oregon 97201

cc: G. D. Dennis & Sons, Inc.
7355 S.W. Johnson Creek Blvd.
Portland, Oregon 97206

cc: David Bennett
[illegible] Ranch
Mt. Hood, Oregon

RECEIVED
MAR 5 - 1973
[illegible]
STATE HIGHWAY [illegible]

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE [illegible], 19[illegible]

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT [illegible]
[illegible] Section
[illegible] Highway
[illegible] County

[illegible] The project [illegible] for a total of $[illegible]

[illegible]

[illegible]

[illegible] for your concurrence [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]

[illegible]

[illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 20, 1973

SUBJECT: Willow Flat Road-Fikes Corner Section
Contract No. 7521
Request for Time Extension

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

RECEIVED
STATE HWY ENGR
FEB 26 '73
REFER TO
FOR
Info

G. D. Dennis & Sons, Inc., requests a 128-day extension based on basically two reasons: (1) Difficulty in embankment construction due to soil characteristics; and (2) Quantity overruns and extra work. The first reason is probably not valid for extension on its own merits, but it is related to parts of the second reason which has been analyzed in detail and is very adequately covered in the recommendation from the Region. Some pertinent dates on this project are:

Bids opened	January 28, 1971
Contract sent	February 11, 1971
Time count started	March 1, 1971 (440 calendar workdays allowed)
Contractor started work	February 24, 1971
Contract time elapsed	August 27, 1972 (work 74% completed)
Project complete	November 14, 1972 (515 calendar workdays used)

75 days liquidated damages at $200 per day = $15,000.

The contractor started work promptly and at the end of the first season had the project 52 percent completed. The contract quantity overruns on five bid items are significant. These are Ditch Excavation, Embankment Foundation Excavation, Trench Excavation, Plant-mix Aggregate Base and 6-inch Drain Pipe. Three added Price Agreements covering a grade change and the addition of pit-run rock on some unstable subgrade also added significant work.

We agree with the field analysis and concur in the recommendation for a 75-day time extension which would eliminate all liquidated damages. This is a Secondary Federal-aid project so the specific concurrence of FHWA is not required. Rough draft letters to the Commission and the contractor are attached.

RECEIVED
FEB 26 1973
Office of
Assistant State Highway Engineer

JAB:fw
Enc.
cc V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7521 Contractor G. D. Dennis & Sons, Inc.

Highway Mt. Hood

Section Willow Flat Rd. - Pikes Corner

Kind of Work Grading, Paving, & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Recommend 75 days for quantity overruns on five contract bid items and three added price agreements.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

[illegible] Highway Engineer

Contract No. 7521

Project designation Federal-Aid S-RS-47[illegible]([illegible])
State-Federal

Date awarded February 11, 1971

Work started February 24, 1971

Per cent completed 100% 11-14-72
Date

CALENDAR
No. of Workdays Allowed 440

CALENDAR
No. of Workdays Used 515

CALENDAR
No. of Added Workdays Requested [illegible]

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 27, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 440 days to 568 days, within which to complete our Contract No. 7221, without the assessment of liquidated damages. The said contract is described as follows:
Grading, Paving and Structures, Willow Flat Road-Fikes Corner Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Refer to letter dated October 23, 1972

Respectfully submitted,

G.D. Dennis & Sons, Inc.
Contractor

By Michael Dennis

CONSENT OF SURETY

Date October 27, 1972

We, GENERAL INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

(SEAL)

[illegible] DIVISION

[illegible] WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Willow Flat Road - Pikes Corner	WEEK ENDING February [illegible], 19[illegible]	[illegible] [illegible]
HIGHWAY Mt. Hood	COUNTY Hood River	
NAME OF JOB Willow Flat Rd. - Pikes Corner Sect.	KIND OF WORK Grading, Paving, & Structure	
CONTRACTOR G. D. Dennis & Sons, Inc.	CONTRACT NUMBER 7521	FEDERAL AID PROJECT NUMBER S-[illegible]
DATE OF CONTRACT February 11, 1971	DATE WORK STARTED February 24, 1971	ESTIMATED COMPLETION DATE November 14, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS n/a SPECIFIED CALENDAR DAYS 440	WORK DAYS USED [illegible] CALENDAR DAYS USED [illegible]
PROJECT AUTHORIZATION: $ 1,376,709.06	SPECIFIED COMPLETION DATE n/a	PERCENT OF TIME ELAPSED [illegible]
EXCLUSIVE OF ENGINEERING: $ 1,278,808.82	ENGINEERING AUTHORIZATION $ 97,899.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST [illegible]
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 1,276,592.68	ENGINEERING COST TO DATE $ 144,257.70 Cost this week 740.70	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION [illegible]
ESTIMATED PERCENT [illegible] 0.2 %	PERCENT OF AUTHORIZATION 147.4 %	DATE PROJECT WAS COMPLETED November 14, 1972

With Engring. but no Liquidated Damages: OVERRUN 4.3%
W/Engr & L.D.: OVERRUN 5.2%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	[illegible] Lin. Ft.	[illegible] Lin. Ft.	
100%	100%	100%	100%	100%	Fence 100%	[illegible]	

	Cu. Yds. GRADING	Tons SURFACING	[illegible]	[illegible]	[illegible]
MILES IN PROJECT	2.53	2.53	1.33	1.[illegible]	[illegible]
MILES PARTIALLY COMPLETED	2.53	2.53	1.33	1.[illegible]	[illegible]
MILES COMPLETED	2.53	2.53	1.33	1.[illegible]	[illegible]
TOTAL ESTIMATED QUANTITIES (CONTRACT)	437,173	72,346	6,750	6,830	19,710
TOTAL QUANTITIES CORRECTED TO DATE	453,815	80,580	7,024	7,[illegible]	[illegible]
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	453,815	80,580	7,024	7,243	[illegible]
AVERAGE DAILY QUANTITIES	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	0
[illegible] PER DAY	0	0	0	0	0
[illegible]	0	0	0	0	[illegible]

[illegible] USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	639A							
PERCENT	100%							

	WEATHER	[illegible]	HOURS DELAY	CAUSE OF DELAY
[illegible]	Cloudy	0		Project Finished.
MONDAY	Cloudy	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Cloudy	0		
THURSDAY	Cloudy	0		
[illegible]	Cloudy	0		
[illegible]	Snow	0		

RECEIVED
FEB 14 1973
CONSTRUCTION SECTION

Keeney
Bond
Jackmond
Hoch
Johnson
Walker
Glenn
Berg

BEN GIFFORD

RECEIVED
FEB 15 1973

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work. Project finished.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
[illegible]-73 SATURDAY	

REMARKS

[illegible] work is complete. Last signed certification was received from contractor on [illegible], February 8, 19[illegible]. All contractor's requirements now completed.

[illegible] data was submitted to Region Office on Friday of this week. "As [illegible] plans and profile, transit notes, and narrative report remain to be submitted.

Mr. F. C. [illegible], Reg. Maint. Eng'r., was in the office on Friday of this week.

Unless [illegible] otherwise, this will be the last weekly report submitted on this job.

SIGNED [illegible] Engr. LOCATION [illegible]

7321

[illegible] STATE HIGHWAY DIVISION

[illegible] WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willow Flat Road - [illegible] Corner

WEEK ENDING: [illegible] 10, 1973

[illegible]: [illegible]

COUNTY: [illegible]

HIGHWAY: Mt. Hood

KIND OF WORK: Grading, Paving, & [illegible]

NAME OF JOB: Willow Flat Rd. - [illegible] Corner Sect.

CONTRACTOR: [illegible] & Sons, Inc.

DATE OF CONTRACT: [illegible] 11, 1971

CONTRACT NUMBER: 7321

DATE WORK STARTED: February 24, 1971

SPECIFIED WORK DAYS: n/a

SPECIFIED CALENDAR DAYS: 640

SPECIFIED COMPLETION DATE: n/a

FEDERAL AID PROJECT NUMBER: [illegible]

ESTIMATED COMPLETION DATE: November 14, 1972

WORK DAYS USED: [illegible]

CALENDAR DAYS USED: [illegible]

PERCENT OF TIME ELAPSED: [illegible]

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

PROJECT AUTHORIZATION: $ 2,375,708.06

EXCLUSIVE OF ENGINEERING: $ 1,278,909.82

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,276,592.60

ENGINEERING AUTHORIZATION: $ 97,899.24

ENGINEERING COST TO DATE: $ 144,[illegible].70

Cost this week: [illegible].70

PERCENT OF AUTHORIZATION: 147.4 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: [illegible]

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: [illegible]

DATE PROJECT WAS COMPLETED: November 14, 1972

ESTIMATED PERCENT [illegible]: 0.2 %

[illegible] Engineering Overrun 0.3% Lin. Ft. Lin. Ft.

[illegible] 0.2%, [illegible]

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	[illegible]	[illegible]
[illegible]	100%	100%	100%	100%	[illegible] 100%	[illegible]

	Cu. Yds. GRADING	Tons SURFACING	[illegible]	[illegible]	[illegible]
MILES IN PROJECT	2.55	2.55	1.33	1.17	[illegible]
MILES PARTIALLY COMPLETED	2.55	2.55	1.33	1.17	[illegible]
MILES COMPLETED	2.55	2.55	1.33	1.17	[illegible]
TOTAL ESTIMATED QUANTITIES (CONTRACT)	437,175	72,346	6,770	6,[illegible]	[illegible]
TOTAL QUANTITIES CORRECTED TO DATE	[illegible]	[illegible]	7,[illegible]	[illegible]	[illegible]
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4[illegible],815	80,[illegible]	7,[illegible]	[illegible]	[illegible]
AVERAGE DAILY QUANTITIES	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	0
NUMBER OF SHIFTS PER DAY	0	0	0	0	0

[illegible] PER SHIFT

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	6[illegible]A							
PERCENT	100%							

	WEATHER	HOURS WORKED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	0		Project Finished.
MONDAY	Cloudy	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Cloudy	0		
THURSDAY	Cloudy	0		
FRIDAY	Cloudy	0		
[illegible]-10-73 SATURDAY	[illegible]	0		

RECEIVED
FEB 14 1973
BRIDGE DIVISION

MONDAY	[illegible]
TUESDAY	[illegible]
WEDNESDAY	[illegible]
THURSDAY	[illegible]
FRIDAY	[illegible]
[illegible]	

REMARKS

[illegible]

[illegible]

[illegible]

[illegible]

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

7521

FILED
JAN 29 1973
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JAN 2[illegible] 1973
[illegible] STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 22, 1973

NOTED ON CARD
1-24-73 [illegible]

Donald W. Somers
Attorney at Law
1[illegible] East Fourth Street
The Dalles, Oregon 97058

Dear Mr. Somers:

This is to acknowledge receipt of your letter of January 16, 1973, with attached Notice of Claim of J. Arlie Bryant, Inc., stating that G. D. Dennis & Sons, Inc., owes them $[illegible] for furnishing rock.

This appears to be in connection with the G. D. Dennis and Sons, Inc., Contract No. 7521 for work on the [illegible] Section of the Mt. Hood Highway in Hood River County.

The General Insurance Company of America, Portland Service Office, [illegible] S. W. [illegible], Portland, Oregon [illegible], furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:[illegible]

cc General Insurance Co. of America
G. D. Dennis & Sons, Inc.

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
JAN 24 1973
SALEM
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RONALD M. SOMERS
ATTORNEY AT LAW
106 E. FOURTH STREET
THE DALLES, OREGON
97058

P. O. [illegible]
PHONE [illegible]

January 18, 1973

Mr. C. W. Head, Secretary
OregonSState Highway Commission
Highway Building
Salem, Oregon 97310

RE: J. Arlie Bryant, Inc.

Dear Mr. Head:

Enclosed herein please find a Notice of Claim by J. Arlie Bryant, Inc.

Very truly yours,

Ronald M. Somers

RMS:[illegible]

Enclosure

cc: General Insurance Company of America
[illegible] S. W. 1st Avenue
Portland, Oregon 97201

cc: G. D. [illegible] & Sons, Inc.
[illegible] Johnson Creek Blvd.
Portland, Oregon 97[illegible]

cc: Oregon State Highway Department
[illegible]
The Dalles, Oregon 97[illegible]

[illegible]
C. W. HEAD

[illegible]

NOTICE OF CLAIM

TO: OREGON STATE HIGHWAY COMMISSION
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned J. Arlie Bryant, Inc. of 802 West 6th Street, The Dalles, Oregon, has a claim for furnishing rock in the following amount:

2,621 yards @ $.25 $ 644.25

of which there is presently due and owing the sum of Six Hundred Forty-Four and 25/100 Dollars ($644.25), for a State contract job No. 7521, Willow Flat-Fikes Corner highway contract, said highway being located in the County of Hood River, State of Oregon, against the bond taken from G. D. DENNIS & SONS, INC. of 7355 S. E. Johnson Creek Boulevard, Portland, Oregon, as Prime Contractor and GENERAL INSURANCE COMPANY OF AMERICA, 1500 S. W. 1st Avenue, Portland, Oregon 97201 as surety or sureties for the work on State Contract No. 7521 Willow Flat Project-Fikes Corner.

J. ARLIE BRYANT, INC.

By:
802 West 6th Street
The Dalles, Oregon 97058
Telephone 296-4954

cc: General Insurance Company of America
1500 S. W. 1st Avenue
Portland, Oregon 97201

cc: G. D. Dennis & Sons, Inc.
7355 S. E. Johnson Creek Blvd.
Portland, Oregon 97206

cc: Oregon State Highway Department
[illegible] Park Road
The Dalles, Oregon 97058

RECEIVED
JAN [illegible]
STATE [illegible]

7521

Claim 4358

FILED
JAN 23 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
1-24-73 KO

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 22, 1973

Ronald M. Somers
Attorney at Law
1?? East Fourth Street
The Dalles, Oregon 97058

Dear Mr. Somers:

This is in reply to your letter of January 18, 1973, which enclosed Notice of Claim of J. Arlie Bryant, Inc., [illegible] stating that [illegible] Asphalt Company ([illegible]) owes them $876 for furnishing asphalt.

This appears to be in reference to the C. E. [illegible] and Sons, Inc., Contract No. 7521 for work on the [illegible] Section of the Mt. Hood Highway in Hood River County.

The General Insurance Company of America, Portland Service Office, [illegible] S. W. [illegible], Portland, Oregon [illegible] furnished the performance bond on this contract. We will contact them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc General Insurance Co. of America
C. E. [illegible] & Sons, Inc.

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

R[illegible]
JAN 24 1973
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RONALD M. SOMERS
ATTORNEY AT LAW
105 E. FOURTH STREET
THE DALLES, OREGON
97058

[illegible]
[illegible]

January 18, 1973

Mr. C. W. Head, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

RE: J. Arlie Bryant, Inc.

Dear Mr. Head:

Enclosed herein please find a Notice of Claim by J. Arlie Bryant, Inc.

Very truly yours,

Ronald M. Somers

Ronald M. Somers

[illegible]

Enclosure

cc: General Insurance Company of America
[illegible] S. W. 1st Avenue
Portland, Oregon 97201

cc: C. D. Dennis & Sons, Inc.
[illegible] S. E. Johnson Creek Blvd.
Portland, Oregon 97206

cc: Columbia Asphalt Company
[illegible] Avenue
Camas, Washington 98607

cc: Oregon State Highway Department
[illegible]
The Dalles, Oregon 97058

NOTICE OF CLAIM

TO: OREGON STATE HIGHWAY COMMISSION
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned J. Arlie Bryant, Inc., dba Sun Paving of P. O. Box 539, Hood River, Oregon, has a claim for furnishing asphalt in the following amount:

96 tons @ $ 6.00 $576.00

of which there is presently due and owing the sum of Five Hundred Seventy-Six and 00/100 Dollars ($576.00), for a State contract job No. 7521, Willow Flat-Fikes Corner highway contract, said highway being located in the County of Hood River, State of Oregon, against the bond taken from G. D. DENNIS & SONS, INC. of 7355 S. E. Johnson Creek Boulevard, Portland, Oregon, as principal and said bond also covering the performance of COLUMBIA ASPHALT COMPANY of 1035 S. E. 6th Avenue, Camas, Washington 98607 as Subcontractor Principal and GENERAL NSURANCE COMPANY OF AMERICA, 1500 S. W. 1st Avenue, Portland, Oregon 97201 as surety or sureties for the work

RECEIVED
JAN 19 3 00 PM '73
CLAY MYERS
SECRETARY OF STATE

4755

FILED
JAN 19 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
1-22-73 Ko

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING • SALEM, OREGON • 97310

7521

January 18, 1973

RECEIVED
JAN 22 1973
OREGON
STATE HIGHWAY COMMISSION

[illegible]
Attorney at Law
[illegible]
The Dalles, Oregon 97058

Dear Mr. [illegible]:

This is to acknowledge receipt of your letter of December [illegible] [illegible] Asphalt [illegible] $1,[illegible] for material and equipment rental.

This appears to be in reference to the S. D. [illegible] & Sons, Inc., Contract No. [illegible] for work on the [illegible] Section of the Mt. Hood Highway in [illegible] County.

The [illegible] Insurance Company of America, [illegible] S.W. [illegible], Portland, Oregon [illegible], furnished the performance bond on this contract. [illegible] the Secretary of State for filing.

Please advise this office when this claim has been [illegible].

Very truly yours,

C. W. [illegible]

C. W. [illegible], Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc:
S. D. [illegible] & Sons, Inc.
[illegible] Insurance Company of America

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SIGNED
C. W. [illegible]

RONALD M. SOMERS
ATTORNEY AT LAW
100 E. FOURTH STREET
THE DALLES, OREGON
97058

December 29, 1972

Mr. C. W. Head, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

RE: Interstate Paving Company

Dear Mr. Head:

Enclosed please find a Notice of Claim signed by Howard Stinson.

Very truly yours,

Ronald M. Somers

Ronald M. Somers

[illegible]:mz

Enclosure

cc: [illegible] Insurance Company of America
[illegible] S. W. 1st Avenue
[illegible], Oregon 97201

cc: Columbia Asphalt Company
[illegible] S. E. [illegible] Avenue
[illegible], Washington 98607

cc: G. E. [illegible] & Sons, Inc.
[illegible] S. E. [illegible] Creek Blvd.
Portland, Oregon

cc: Oregon State Highway Department
[illegible]
The Dalles, Oregon 97058

RECEIVED

NOTICE OF CLAIM

TO: OREGON STATE HIGHWAY COMMISSION
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, INTERSTATE PAVING COMPANY of 405 Webber Road, The Dalles, Oregon, has a claim for furnishing material by way of equipment rental in the following amounts:

Flagcar to Odell, Oregon			$ 10.00
Set up D-8 Cat and Jersey Box			75.00
8 1/2 hr D-8 and Jersey Box -	@ 12.50	(Dry)	106.25
10 1/2 hr	@ 12.50		131.25
8 1/2 hr.	@ 12.50		106.25
10 1/2 hr.	@ 12.50		131.25
10 1/2 hr.	@ 12.50		131.25
8 1/2 hr.	@ 12.50		106.25
10 1/2 hr.	@ 12.50		131.25
10 1/2 hr.	@ 12.50		131.25
10 1/2 hr.	@ 12.50		131.25
10 1/2 hr.	@ 12.50		131.25
9 hr.	@ 12.50		112.50
8 1/2 hr.	@ 12.50		106.25
8 1/2 hr.	@ 12.50		106.25
Move Equipment to The Dalles			90.00
Flagcar to The Dalles			10.00
			$1,747.50

of which there is presently due and owing the sum of $1,747.50 One Thousand Seven Hundred Forty-Seven and 50/100 Dollars, for a State Contract job No. 7521, Willow Flat-Fikes Corner highway con-

RECEIVED
JAN 1[illegible]
FOR FILING

#53

FILED
JAN 11 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
1-16-73 KO

RECEIVED
JAN 11 9 36 AM '73
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7521

December [illegible], 1972

[illegible] Paving Company
P. O. Box [illegible]
The Dalles, Oregon 97058

Attention: Howard Stinson
President

Gentlemen:

This is to acknowledge receipt of your letter dated December [illegible], 1972, to the attention of our Mr. J. A. [illegible] stating that [illegible] Asphalt Company (subcontractor) owes you $1,[illegible].30 for equipment rental.

From the description given in your letter, this appears to be in connection with the G. D. [illegible] & Sons, Inc., Contract No. [illegible] for work on the Willow Flat [illegible] Corner Section of the Mt. Hood Highway in Hood River County.

The General Insurance Company of America, [illegible] S. W. First, Portland, Oregon [illegible] furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc General Insurance Company of America
G. D. [illegible] & Sons, Inc.
bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

RECEIVED
JAN 12 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
December 26, 1972

SUBJECT: Non-Payment of Bills
Willow Flat Road - Fikes [illegible]
Mt. Hood Highway
Contract No. 7521
Prefix No. 14-1078

To: C. T. Keasey
Construction Engineer
SALEM

J. F. Putnam

From: J. F. Putnam
Regional Engineer

Herewith another letter regarding non-payment of bill on subject project.

Will you please see to it that this goes to the proper person for handling.

JFP:kn

Enclosure

cc: J. S. Sawyer

Routing
Keasey
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

RECEIVED
DEC 27 1972
CONSTRUCTION SECTION

INTERSTATE PAVING CO.
GENERAL CONTRACTORS
GRADING — PAVING — OILING
POST OFFICE BOX 92 THE DALLES, ORE. 97058

December 20, 1972

Mr. J. S. Sawyer
Oregon State Highway Division
The Dalles, Oregon 97058

Re: O.S.H.D. contract 7521
FAP - SRS 473(6)

Dear Sir:

On October 11, 1972 we submitted an itemized statement in the amount of $1,747.50 to Columbia Asphalt Company, a subcontractor of the above referenced project, for the rental of equipment used on the project. As we received no payment from them, we nitified G. D. Dennis and Sons, Inc., prime contractor, by certified letter on November 11, 1972 of the amount due us from this project.

As of this date no payment of any kind or other communication regarding the statement has been received from either Columbia Asphalt Company or G. D. Dennis & Sons, Inc. We wish to go on record with the Oregon State Highway Division that we do have the amount of $1,747.50 due us from payments made by the Oregon State Highway Division on this project, and we certainly will appreciate anything you may be able to do to expedite payment of same.

Sincerely,

INTERSTATE PAVING COMPANY

Howard Stinson
President

HS:ds

RECEIVED
DEC 21 1972
J. S. SAWYER

FRANZ HARDWARE, INC.
[illegible]
[illegible]
Hood River, Oregon 97031

Dec. 27, 1972

Oregon State Highway Division
Salem, Oregon

Gentlemen:

In answer to your letter of October 30, we have received a check in the amount of $876.51 in payment of billing to Columbia Asphalt Company. There was an additional charge of $9.88 added later to the bill for which we have not received payment.

FRANZ HARDWARE

RECEIVED
DEC 29 '72
OREGON
STATE HIGHWAY COMMISSION

[illegible]
FOR FILING

4743

FILED
DEC 20 1972
CLAY MYERS
SECRETARY OF STATE

RECEIVED
Dec 20 11 51 AM '72
CL[illegible]RS
SECR[illegible] STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7521

December 19, 1972

NOTED ON CARD
12-21-72 [illegible]

Ronald M. Somers
Attorney at Law
[illegible] East Fourth Street
The Dalles, Oregon 97058

Dear Mr. Somers:

This is to acknowledge receipt of your letter of December 12, 1972, on behalf of J. Arlie Bryant, Inc., with attached Notice of Claim stating that G. R. [illegible] and Sons, Inc., and Columbia Asphalt Company (subcontractor) owe them for furnishing rock in the amount of $[illegible].

From the description given in the Notice of Claim, this appears to be in reference to the G. R. [illegible] and Sons, Inc., Contract No. 7521 for work on the Willow Flat [illegible] Corner Section of the Mt. Hood Highway in Hood River County.

The General Insurance Company of America furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
DEC 21 1972
OREGON
STATE HIGHWAY COMMISSION

CWH:ks

cc General Insurance Company of America
[illegible] S. W. Front Avenue
Portland, Oregon [illegible]

G. R. [illegible] & Sons, Inc.
[illegible] S. E. Johnson Creek Boulevard
Portland, Oregon [illegible]

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

[illegible]
C. W. Head

RONALD M. SOMERS
ATTORNEY AT LAW
[illegible] E. FOURTH STREET
THE DALLES, OREGON
97058

P. O. [illegible]
PHONE [illegible]

December 12, 1972

Oregon State Highway Commission
Salem, Oregon 97310

RE: J. Arlie Bryant, Inc.

Gentlemen:

Enclosed herein please find a Notice of Claim signed by J. Arlie Bryant.

Very truly yours,

Ronald M. Somers
Ronald M. Somers

RMS:mz

Enclosure

cc: General Insurance Company of America
1500 S. W. 1st Avenue
Portland, Oregon 97201

cc: Columbia Asphalt Company
1835 S. E. 6th Avenue
Camas, Washington 98607

cc: C. D. [illegible] & Sons, Inc.
[illegible] S. E. Johnson Creek Blvd.
Portland, Oregon

cc: Oregon State Highway Department
[illegible]
The Dalles, Oregon 97058

RECEIVED
[illegible]
State Highway Commission

NOTICE OF CLAIM

TO: OREGON STATE HIGHWAY COMMISSION
Salem, OREGON 97310

NOTICE IS HEREBY GIVEN that the undersigned J. Arlie Bryant, Inc. of 802 West 6th Street, The Dalles, Oregon, has a claim for furnishing rock in the following amounts:

Item No. 13	4,363 Ton	@ $1.60	$ 6,980.80
Item No. 14	52,700 Ton	@ $1.60	84,320.00
Item No. 16	16,475 Ton	@ $1.60	26,360.00
Item No. 19	16,985 Ton	@ $2.00	33,970.00
Item No. 21	77 c.y.x1.5=115.5 Ton	@ $1.60	184.80
Item No. 30-701	2564 c.y.x 1.49=3,820.36 Ton	@ $1.60	6,112.58
Item No. 30-702	519 c.y.x 1.50=778.5 Ton	@ $1.60	1,245.60
Item No. 30-801	490 Ton	@ $1.60	784.00
Item No. 30-001	2050 Ton	@ $1.60	3,280.00

of which there is presently due and owing an amount in the sum of Twelve Thousand Seventy Three and 78/100 Dollars ($12,073.78, for a State contract job No. 7521, Willow Flat-Fikes Corner highway contract, said highway being located in the County of Hood River, State of Oregon, against the bond taken from G. D. DENNIS & SONS, INC. of 7355 S. E. Johnson Creek Boulevard, Portland, Oregon, as principal and said bond also covering the performance of COLUMBIA ASPHALT COMPANY of 1635 S. E. 6th Avenue, Camas, Washington 98607 as Subcontractor Principal and GENERAL INSURANCE COMPANY OF AMERICA, 1500 S. W. 1st Avenue, Portland, Oregon 97201 as surety or sureties for the work on State Contract No. 7521 Willow Flat Project-Fikes Corner.

RECEIVED
[illegible]

J. ARLIE BRYANT, INC.

By: ______________________
President
802 West 6th Street
The Dalles, Oregon 97058
Telephone 296-4984

cc: General Insurance Company
1500 S. W. 1st Ave. of America
Portland, Oregon 97201

cc: Columbia Asphalt Company
1635 S. E. 6th Avenue
Camas, Washington 98607

cc: G. D. Dennis & Sons, Inc.
7355 S. E. Johnson Creek Blvd.
Portland, Oregon

cc: Oregon State Highway
Department
Seufert Park Road
The Dalles, Oregon 97058

[illegible]

[illegible]

Gentlemen:

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]

[illegible]

INTERSTATE HEAVY HAULING [illegible]

[illegible] . . . High, Wide or Heavy . . . Call Us!

[illegible]
[illegible]
PORTLAND, [illegible]

December 8, [illegible]

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: Contract No. 7521
Willow Flats Road-Pikes Corner
Section of Mt Hood Highway

Dear Mr. Head

We are pleased to inform you that Interstate Heavy Hauling, Inc., has received payment in the amount of $1,750.93 from Columbia Asphalt Co., and now consider the freight bills on this contract as paid in full.

Yours sincerely

Interstate Heavy Hauling, Inc.

G. S. Low

G. S. Low

CC: Columbia Asphalt Co., Vancouver, Wn.
[illegible] and Sons Inc., Portland Ore
General Insurance Co. of America, Portland Ore

RECEIVED
DEC 12 1972
[illegible]
STATE HIGHWAY [illegible]

[illegible]

McKEE & FALLGREN
ATTORNEYS AT LAW
[illegible] N. LEAVITT
PORTLAND, OREGON 97203
TELEPHONE 283-3733
AREA CODE 503

ROBERT L. McKEE
ALLEN L. FALLGREN

December 7, 1972

Oregon State Highway Department
Construction Division
Salem, Oregon 97310

RE: Oregon State Highway # 35 Hood River County, Oregon
Contract No. 7521

Gentlemen:

Enclosed please find an Affidavit prepared on behalf of Elmer W. Griffin who is entitled to receive compensation for dump trucks furnished on Oregon State Highway # 35 in Hood River County wherein G. D. Dennis & Sons is the general contractor and Columbia Asphalt Co. is the subcontractor. I am requesting a certified copy of the prime contract and bond on this project pursuant to ORS 279.512.

Respectfully yours,

Robert L. McKee
ROBERT L. McKEE

RLM:dr
Enclosure

Routing
Kessey
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

RECEIVED
DEC 8 1972
CONSTRUCTION
SECTION

STATE OF OREGON)
) ss.
County of Multnomah)

AFFIDAVIT

I, ROBERT L. McKEE, being first duly sworn, on oath depose and say:

That I am the attorney for ELMER W. GRIFFIN, that ELMER W. GRIFFIN has supplied dump trucks for hauling material on Oregon State Highway # 35 in Hood River County, Oregon, on the Willow Flat-Fikes Corners Project. That said dump trucks were furnished pursuant to a contract between Columbia Asphalt and G. D. Dennis & Sons, the general contractor. As a result of furnishing this service that ELMER W. GRIFFIN is entitled to compensation in **the sum of $11,175.00.**

This affidavit is made for thepurpose of obtaining a certified copy of the contract and bond between the Oregon State Highway Department and G. D. Dennis & Sons for work performed on Highway # 35 in Hood River County, Oregon.

This affidavit is pursuant to ORS 279.512.

Robert L McKee

SUBSCRIBED and SWORN to before me this ____day of DECEMBER, 1972.

Notary Public for Oregon
My Commission Expires: 6/20/76

[illegible]

FOR FILING

OREGON STATE HIGHWAY DIVISION

[illegible]

FILED
DEC 11 1972
CLAY MYERS
SECRETARY OF STATE

RECEIVED
DEC 12 1972
[illegible]
STATE HIGHWAY [illegible]

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 8, 1972

NOTED ON CARD
12-12-72 KO

7521

Oregon Washington Powder Co.
P. O. Box 127
Clackamas, Oregon 97015

Attention: J. W. [illegible]

Gentlemen:

This will acknowledge receipt of your letter of December 6, 1972, advising us that G. B. Dennis & Sons, Inc., owes you for explosives and related materials furnished in the amount of $[illegible].

From the description given in your letter, this appears to be in reference to the G. B. Dennis & Sons, Inc., Contract No. 7521 for work on the [illegible] Flat-[illegible] [illegible] Section of the Mt. Hood Highway in Hood River County.

The General Insurance Company of America, 1300 S.W. 1st Avenue, Portland, Oregon [illegible], furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

This contract was completed on November 14, 1972, but has not yet been accepted by the Oregon State Highway Commission.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C W HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

[illegible]

cc General Insurance Co. of America
G. B. Dennis & Sons, Inc.
bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

OREGON WASHINGTON POWDER CO.
DISTRIBUTORS
CHEMICALS
EXPLOSIVES
Telephone 656-2608
P. O. Box 127 • Clackamas, Oregon 97015

December 4, 1972

Floyd Query
Secretary, Oregon State Highway Commission
321 State Highway Bldg.
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned, Oregon-Washington Powder Company, has a claim amounting to $3678.24, for Explosives and related materials furnished to G.D.Dennis & Sons in pursuance of their Oregon State Highway contract No. 7521, Willow Flat-Fikes Corner project, in Hood River County.

Very truly yours,

OREGON WASHINGTON POWDER CO.

By: S.W. Haberlach
S.W. Haberlach

[illegible]

RECEIVED

FOR FILING

FILED
NOV 28 1972
CLAY MYERS
SECRETARY OF STATE

RECEIVED
Nov 28 2 46 PM '72
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7521

November 28, 1972

[illegible] Heavy Hauling Company
[illegible] N. E. Columbia Boulevard
Portland, Oregon 97211

NOTED ON CARD
11-29-72 KS

Gentlemen:

This is to acknowledge receipt of your letter of November [illegible], 1972, stating that Columbia Asphalt Company, a subcontractor, owes you for transporting of equipment in the amount of $1,178.91.

From the description given in your letter, this appears to be in reference to the G. B. [illegible] & Sons, Inc., Contract No. [illegible] for work on the Willow Flat Road-[illegible] Corner Section of the Mt. Hood Highway in Hood River County.

The General Insurance Company of America, 1200 S. W. [illegible], Portland, Oregon [illegible] furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY [illegible]

RECEIVED
NOV 29 1972
[illegible]
STATE HIGHWAY COMMISSION

[illegible]

cc General Insurance Company of America
G. B. [illegible] & Sons, Inc.
bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

INTERSTATE HEAVY HAULING CO. INC.

[illegible] ... High, Wide or Heavy ... Call Us!

PHONE [illegible]
2[illegible] N.E. [illegible]
PORTLAND, [illegible]

November 20, 19[illegible]

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: Mr. C. W. Head
Secretary

Re: Contract No. 7521
Willow Flats Road-Fikes Corner Section of
Mt. Hood Highway.
Surety: General Insurance Co. of America
Portland, Oregon 97201

Gentlemen:

Pursuant to ORS 279-526, notice is hereby given that the undersigned, Interstate Heavy Hauling, Inc., has a claim for furnishing transportation of [illegible] the job of the above mentioned contract, from June 7 through September 9, 19[illegible] to Columbia Asphalt Co., a subcontractor of G. D. Dennis and Sons, prime contractor in the sum of $2,178.01.

This claim is to be filed against the bond furnished by General Insurance Co. of America.

Yours sincerely

Interstate Heavy Hauling, Inc.

L. James Murphy

L. James Murphy
President

cc: Columbia Asphalt Co., Vancouver, Wn.
G. D. Dennis and Sons, Inc., Portland, Oregon
General Insurance Co. of America, Portland, Oregon

NOTED
C. W. HEAD

RECEIVED
NOV [illegible]
[illegible]

RECEIVED
NOV 20 1972
FOR FILING

Claim # [illegible]

FILED
NOV 16 1972
CLAY MYERS
SECRETARY OF STATE

RECEIVED
Nov 16 8 53 AM '72
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7521

November 14, 1972

NOTED ON CARD
11-17-72 Ko

Parker, [illegible] & Bell
Attorneys at Law
[illegible] Third Street
Hood River, Oregon 97031

Attention: [illegible] Parker

Gentlemen:

This is to acknowledge receipt of your letter of November 9, 1972, [illegible] Asphalt Company [illegible] Products, Inc., for additional materials in the amount of [illegible].

You state this is in connection with the G. D. Dennis & Sons, Inc., Contract No. 7521 for work on the Willow Flat [illegible] Corner Section of the Mt. Hood Highway in Hood River County.

The General Insurance Company of America, Portland Service Office, [illegible] S. W. [illegible], Portland, Oregon [illegible] furnished the performance bond on this contract. We shall advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
Oregon State Highway Commission

CWH:[illegible]

cc General Insurance Company of America
G. D. Dennis & Sons, Inc.
bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

NOTED
C. W. HEAD

PARKER, ABRAHAM & BELL
ATTORNEYS AT LAW
205 THIRD STREET
HOOD RIVER, OREGON 97031

VAWTER PARKER
KENNETH M. ABRAHAM
ALAN J. BELL

TELEPHONE [illegible]

11019

November 9, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Contract No. 7521
G. D. Dennis and Sons, Inc.
Willow Flat Road - [illegible]
Corner Section of Mt. [illegible]
in Hood River County

Gentlemen:

Notice is hereby given that FRANZ HARDWARE, INC., in addition to the claim for materials furnished to you in their letter of October 20, 1972, have a claim for additional materials for the following:

2 folding rules	6.38
1 tape	3.50
Total	$9.88

to Columbia Asphalt Co., a subcontractor under G. D. Dennis and Sons, Inc. on the above described bond on the above mentioned contract, for the total sum of $9.88 on this, or a total of $2[illegible].39 for materials furnished during the months of July, August, September and October of 1972.

Very truly yours,

Vawter Parker
of attorneys for Franz Hardware, Inc.

VP/ms
cc. G. D. Dennis and Sons, Inc.
[illegible] S. E. Johnson Creek Blvd.
Portland, Oregon 97206

Columbia Asphalt Co.
[illegible] N. E. [illegible] Avenue
P. O. Box [illegible]
Vancouver, Washington [illegible]

[illegible] Insurance Company of America
[illegible] S. W. 1st Avenue
Portland, Oregon 972[illegible]

RECEIVED [illegible]

Cascade
Construction
Company
General Contractors • Modern [illegible]
P.O. Box 4267, Portland, Oregon [illegible]
PHONE: [illegible]

November 10, 1972

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: C. W. Head
Secretary

Gentlemen:

We wish to inform you that Cascade Construction Company, Inc. has received funds from Columbia Asphalt Paving for asphalt paving in place in the amount of $2,250 for your contract No. 7521 - Willow Flats to Pikes Corner. The amount owing on this contract has now been paid in full.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
Jon E. Morris
Vice President

JEM/ce

cc: G. D. Dennis & Sons - Portland

RECEIVED
NOV 13 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

5

4727

RECEIVED
NOV 9 - 1972
FOR FILING

FILED
NOV - 6 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7521

November 3, 1972

[illegible], [illegible] & [illegible]
Attorneys at Law
[illegible]
Hood River, Oregon 97031

NOTED ON CARD
11-8-72 [illegible]

Gentlemen:

This is to acknowledge receipt of your letter of October [illegible], 1972, on behalf of [illegible] which [illegible] claim against C. D. [illegible] & Sons, Inc., [illegible] for labor and materials in the amount of $[illegible]2.11.

From the description given in your claim, this appears to be in connection with the C. D. [illegible] & Sons, Inc., [illegible] 1972 for work on the [illegible] Flat Road-[illegible] Section of the Mt. Hood Highway in Hood River County.

The General Insurance Company of America furnished the performance bond on this contract. We will [illegible] them of the receipt of this claim, and we will send [illegible] to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc General Insurance Co. of America
[illegible]
[illegible], Oregon [illegible]

RECEIVED
NOV 7 1972
OREGON
STATE HIGHWAY COMMISSION

C. D. [illegible] & Sons, Inc.
[illegible] Blvd.
[illegible], Oregon [illegible]

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

PARKER, ABRAHAM & BELL
ATTORNEYS AT LAW
[illegible] THIRD STREET
HOOD RIVER, OREGON 97031

11489

October 24, 1972

The Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Contract #7521 G. D. Dennis
and Sons, Inc., Willow
Flat Road-Fikes Corner Section
of Highway 35 in Hood River Co.,
Oregon
Our file: 11489

Dear Sirs:

You are hereby notified that David Bennett, claims certain monies due from G. D. Dennis and Sons, Inc., contractor in the above described contract, in the sum of $481.11 for labor and materials furnished during the months of July, August and September of 1972.

HI-ACRE RANCH

David Bennett

cc: G. D. Dennis & Sons, Inc.
7355 S.W. Johnson Creek Blvd.
Portland, Oregon 97206

cc: General Insurance Company of America
[illegible] S.W. First Avenue
Portland, Oregon 97201

RECEIVED
OCT [illegible]
[illegible]

CLAIM

STATE OF OREGON }
} ss.
County of Hood River }

I, DAVID BENNETT, being first duly sworn upon oath, depose and say that during the months of July, August and September, I furnished labor and materials to G. D. DENNIS & SONS of 7355 S.E. Johnson Creek Blvd., of Portland, Oregon, 97206, the main contractor on Oregon State Highway Department Project No. 7521 known as the Willow Flat Road-Fikes Corner Section of Highway No. 35 in the total amount of $481.11 and that that sum has not been paid as of the date hereof.

HI-ACRE RANCH

By David Bennett
David Bennett

Subscribed and sworn to before me this 27 day of [illegible], 1972.

Notary Public for Oregon
My commission expires ________

RECEIVED

STATEMENT

HI-ACRE RANCH
TRAILER PARK-GIFT SHOP
Mt. Hood, Oregon

Date 10/2 1972

To G. D. Dennis & Sons, Inc.
Address 7355 S.E. Johnson Creek Blvd
City Portland Oregon 97206

7/27	72	Invoice # 911-7			49	00
		interest 9/5				.74
		interest 10/2				.74
8/9/	72	Invoice # 2633			112	00
8/11/	72	Invoice # 2643			63	00
		interest 10/2			2	63
8/30		Invoice # 911-12			—	
		(Backhoe)			64	00
8/31		Invoice # 911-12 (Backhoe)			140	00
9/1		Invoice # 911-12 (Backhoe)			98	00
					530	11
			—		49	—
					481	11

DUPLICATE

[illegible] Form No. 65 242

[illegible] Line Form No. 65 242

RECEIVED
OCT 1[illegible]
OREGON
STATE HIGHWAY [illegible]

Claim unit

FILED
OCT 31 1972
CLAY MYERS
SECRETARY OF STATE

RECEIVED
[illegible] 31 8 45 AM '72
[illegible]YERS
STATE

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING • SALEM, OREGON • 97310

7521

October 30, 1972

[illegible], Inc.
2nd and [illegible] Streets
Hood River, Oregon 97031

NOTED ON CARD
11-3-72 [illegible]

Gentlemen:

This is in reply to your letter of October 20 with attached Exhibit A advising us that [illegible] Asphalt Company, a subcontractor to G. D. Dennis and Sons, Inc. owes you for materials furnished in the amount of $[illegible].

This appears to be in connection with the G. D. Dennis and Sons, Inc., Contract No. 7521 for work on the [illegible] Section of the Mt. Hood Highway in Hood River County.

The General Insurance Company of America, 1500 S. W. 1st, Portland, Oregon [illegible] furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:[illegible]

cc G. D. Dennis & Sons, Inc.
General Ins. Co. of America
Mr. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
[illegible]
CLAY MYERS, [illegible]

[illegible]
C. W. [illegible]

2nd and Oak Sts.
Hood River, Oregon 97031
October 20, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Contract No. 7521
G. D. Dennis & Sons, Inc.
Willow-Flat Road - Fikes Corner Sec.
of Mt. Hood Highway in Hood River
County

Gentlemen:

NOTICE hereby is given that FRANZ HARDWARE, INC. has a claim for materials as shown on the attached "Exhibit A" to Columbia Asphalt Co., a subcontractor under G.D. Dennis & Sons, Inc. on the above described bond on the above mentioned contract, in the sum of $276.51 for materials furnished during the months of July, August and September of 1972.

FRANZ HARDWARE, INC.

By
Title: vice-Pres

cc. G. D. Dennis & Sons, Inc.
7355 S. W. Johnson Creek Blvd.
Portland, Oregon 97206

Columbia Asphalt Co.
913 N. E. 172nd Ave.
P. O. Box 486
Vancouver, Washington 98660

General Insurance Co. of America
[illegible] S. W. 1st Avenue
Portland, Oregon 97201

RECEIVED
OCT 23 1972
OREGON
STATE HIGHWAY COMMISSION

[illegible]

[illegible]	50 ft. 3/8 tubing	17.[illegible]		
	1 only 1" galv. T	.85		
	2 " 1 x 3 nipples	.64		
	1 " 1" reducer	.65		
	2 flare fittings	1.30		
	2 " nuts	.70		
	1 " union	.40		
	1 " nut ½	.15		
	1 ½ reducer	.35	$22.54 less 5%	$21.[illegible]
7/31	2 balls binder twine	4.50		5.[illegible]
	3 light bulbs	.78		
8/1	15 lbs. nails			4.[illegible]
8/8	6 only ½ x 2 bolts	1.08		
	100 " ½ x 1½ "	5.00		
	100 " 5/16 x 1½ "	6.00		
	washers	.85	$12.93 less 10%	11.64
9/7	50 only 5/8 x 8 lags	65.50		
	5 lbs washers	2.25	$67.75 less 10%	60.9[illegible]
9/8	200 3/8 x 1½ bolts	16.00		
	100 3/8 hex nuts	3.00		
	100 " lock washers	.75		
	4 ½ x 5 mach. bolts	1.44		
	4 " 6 " "	1.80		
	25 " 4 " "	7.50		
	17 only ½ nuts	1.02		
	1 box ½ lock washers	1.39	$32.90 less 5%	31.25
9/12	25 only 5/8 x 2 bolts	6.25		
	43 " ½ x 1½ "	6.02		
	50 " 2 "	9.00		
	100 " ½ lock washers	1.39		
	75 " 5/8 nuts	9.00		
	107 " ½ "	6.42	$38.08 less 5%	36.18
9/20	8 only flood lamps	23.52		
	2 " spot "	5.40		
	4 " boxes	1.55		
	2 " light holders	7.58		
	2 " " "	4.38		
	3 " sockets	1.17		
	2 " ½ x 6 bolts	.50		
	2 " ½ els	.40	$44.51 less 5%	42.[illegible]
9/22	100 ft. 16/3 cord	20.00		
	22 ft. 14/3 "	24.60		
	45 ft. 12/3 "	13.50		
	2 W.P. boxes	4.50		
	2 cover plates	.30		
	1 " "	3.25		
	6 elect. conn.	.60	$66.75 less 5%	63.[illegible]
			Total	$47[illegible]

RECEIVED

[illegible] Asphalt Co. - Franz Hardware, Inc.

RECEIVED

FILED
OCT 30 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
11-2-72

OREGON STATE
HIGHWAY DIVISION

7521

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 27, 1972

[illegible] Company
P. O. Box [illegible]
Portland, Oregon [illegible]

Attention: [illegible] Harris
Vice President

Gentlemen:

This is to acknowledge receipt of your letter of October [illegible] [illegible] Asphalt Company, subcontractor to G. B. Dennis and Sons, Inc., [illegible] in the amount of $[illegible].

This appears to be in reference to the G. B. Dennis and Sons, Inc., Contract No. [illegible] [illegible] Highway [illegible] County.

The [illegible] Insurance Company of America, [illegible] S.W. [illegible], Portland, Oregon [illegible] [illegible] forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
cc G. B. Dennis & Sons, Inc.
[illegible] Insurance Co. of America
[illegible] - Please acknowledge receipt of the attached claim on the enclosed copy of this letter
SIGNED
C. W. HEAD

RECEIVED
[illegible]

Cascade
Construction
Company
General Contractors • M[illegible]
P.O. Box 4267, Portland, [illegible]
[illegible]

October 19, 1972

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: C. W. Head
Secretary

Gentlemen:

Pursuant to ORS 279.526 notice is hereby given that the undersigned, Cascade Construction Company, Inc., has a claim for furnishing a Ross 500 SP Portable Cement Silo for the period July 25, 1972 through October 10, 1972 for your Contract No. 7521 - Willow Flats to Fikes Corner to Columbia Asphalt Company who is a subcontractor of G. D. Dennis and Sons, prime contractors, in the sum of $2,2[illegible].00 against the bond taken from G. D. Dennis and Sons (surety unknown) for the work as detailed in your contract No. 7521 - Willow Flats to Fikes Corner.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
Vice President

JEM/jle

cc: Columbia Asphalt Company
G. D. Dennis and Sons

RECEIVED
OCT [illegible] 1972
[illegible]

PARKER, ABRAHAM & BELL
ATTORNEYS AT LAW
205 THIRD STREET
HOOD RIVER, OREGON 97031

[illegible]
[illegible] ABRAHAM
[illegible] BELL

P. O. BOX [illegible]
AREA CODE 503
TELEPHONE [illegible]

11039

October 17, 1972

Contract Division
Oregon State Highway Department
Salem, Oregon 97310

Re: Franz Hardware - Columbia Asphalt

Gentlemen:

We are enclosing Affidavit requesting copy of Bond and contract on Highway Department Project #7521 of Highway No. [illegible] for Franz Hardware, Inc. of Hood River, who furnished material to the subcontractor.

Very truly yours,

Vawter Parker

VP/rg
Enclosure

RECEIVED
OCT 18 1972
[illegible]
STATE HIGHWAY COMMISSION

[illegible]

AFFIDAVIT FOR COPY OF CONTRACT AND BOND

STATE OF OREGON)
) ss.
County of Hood River)

I, GIL R. [illegible], being first duly sworn upon oath, depose and say that I am the vice president of Franz Hardware, Inc., an Oregon Corporation having its principal office and place of business at Second and Oak Street, Hood River, Oregon.

That in the months of July, August and September, FRANZ HARDWARE, INC. furnished materials to the Columbia Asphalt Co., a sub-contractor under G. D. Dennis and Sons, of 7355 S. W. Johnson Creek Blvd., Portland, Oregon, the main contractor on Oregon State Highway Department Project #7521 known as the Willow Flat Road-Tims Corner Section of Highway No. 35 in the total amount of [illegible]. And the same has not been paid.

This Affidavit is made for the purpose of securing a copy of the CONTRACT AND BOND of G. D. DENNIS and SONS, the prime contractor on the above project.

Subscribed and sworn to before me this [illegible] day of [illegible].

Notary Public [illegible]
My commission expires [illegible]

RECEIVED
[illegible]
STATE HIGHWAY DEPARTMENT

MARWAIS STEEL COMPANY

[illegible]

7631

October 9, 1972

CERTIFIED MAIL NO. 375769, 375770, 375771

RETURN RECEIPT REQUESTED XXXX

Re: Oregon State Contract 7631
Project: SRS-473 (6)

G. D. Dennis & Sons, Inc.
7355 S. E. Johnson Creek Boulevard
Portland, Oregon

Gentlemen:

This is to advise you that on 9/29/72, we shipped Highway Guard Rail material for installation on the above project to Coral Corporation of Gladstone, Oregon, a sub-contractor for your firm on this project. This material was billed on our invoice no. 9-057, dated 9/29/72 in the amount of $ 5,794.60.

This advice is a routine procedure followed by this Company and is not a reflection of the credit standing of your sub-contractor.

Very truly yours,

MARWAIS STEEL COMPANY

James E. Cameron

James E. Cameron
Credit Manager

JEC:eb

CC: Coral Corporation
[illegible]

State of Oregon, Division of Highways

Info only
10/[illegible]

NOTED
C. W. [illegible]

RECEIVED

FOR FILING

7521

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
May 1, 1972

To: C. T. Keasey
Construction Engineer

S A L E M

SUBJECT:
Willow Flat Road-Fikes Corner
Mt. Hood Highway
Contract No. 7521

We have been having so many things come up on subject project which were requiring additional monies that I felt it well to advise you of what our present status is. I requested Resident Engineer Josh Sawyer to prepare a report on the expected overrun of the project authorization. A copy of this report and Sawyer's letter of transmittal are attached. He has allowed some $28,000 for future contingencies, so hopefully we will be able to stay under our five percent allowable overrun.

This data is for your information only, and the minute that any change occurs which would force us into an overrun of more than five percent, we will submit a formal request.

J. F. Putnam

J. F. Putnam
Regional Engineer

JFP:pb

Attached

Routing
✓ Keasey
✓ Bond B
Walker
Johnson
Pease
Glenn

RECEIVED
MAY 2 1972
CONSTRUCTION
SECTION

[illegible] = $1,536,703
[illegible] = 1,[illegible]
[illegible] = [illegible] over
[illegible]

RECEIVED
MAY 12 1972

MAY -1 1972

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
April 27, 1972

SUBJECT: Report on Expected Over-run of
Project Authorization
Willow Flat Road - Fikes Corner
Mt. Hood Highway
Contract No. 7521
Prefix No. 14-1078

To: J. F. Putnam
Region Engineer
Bend

As per your recent suggestion, we have estimated anticipated final construction costs on the project. The expected over-run is 4.27 percent.

The principal causes for the over-run are:

1. Extreme water condition over North half of job required additional subdrain work, embankment foundation excavation, and pitrun rock to provide a firm roadbed.
2. Flagging is expected to be 100 percent over the amount set up. The job is being done under traffic and constant flagging is necessary to maintain safety.
3. The increased width at O'Dell Road and Sunday Road junctions for hideout lanes requires additional base rock, cement treated base, and Class "B" A.C. paving.
4. Final R/W negotiations called for 6,000 plus Lin. Ft. of Fencing. Only 250 Lin. Ft. of Fencing was set up in the contract bid item.
5. Engineering costs are calculated at 12.5 percent more than originally authorized. This can be attributed to an average 7 percent increase in wages on July 1, 1971, and restaking needed due to grade change and hideout lanes.

The over-runs will more than offset the 10 percent savings normally expected from the built in allowances between net quantities and gross quantities.

J. S. Sawyer
Resident Engineer

JSS:cvo
Encl.

RECEIVED
SEP 22 1971
FOR FILING

S-NS-443(6)
7521

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1971

SUBJECT: **Willow Flat Road-Pikes Corner**
Contract No. 7521

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Mr. Putnam called this morning requesting early clearance to proceed on a Price Agreement for an estimated 8,000 cubic yards of imported shot rock at $2.50 per cubic yard. This would be used from Station 846 to 875 which is on the northerly end of the subject project.

Mr. Walker looked at this problem last week along with some other matters on this job which are described in his attached Memo to the Files. This proposed 8,000 yard Price Agreement would cover the first item in his list of recommended work.

This price can be justified I believe as the material has to be hauled 7-1/2 miles, the contractor pays 75 cents for it at the quarry, add 25 cents for loading and 50 cents for placing and the price appears reasonable.

As yet, the project is not overrunning, but it likely will before it is completed. It is 43 percent done and this proposed $20,000 order is about 1-1/2 percent of the project authorization. This is a Federal-aid Secondary project so specific Federal Highway Administration approval is not required.

The Regional Engineer strongly recommends that this work be done promptly and this office concurs. May we have your approval to proceed.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

9-21-71

RECEIVED
SEP 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Enc.

cc Morgan 9-21

Salem, Oregon
September 21, 1971

MEMO TO THE FILES

RE: Soft Subgrade and Drainage Problems
Willow Flat Road-Pikes Corner Section
Mt. Hood Highway
Contract No. 7521

On last weeks inspection trip while looking at the subject project with Josh Sawyer, Resident Engineer, it was pointed out that on an approximate 3,000 foot section on the northerly end of the project, Station 845 to 875, a considerable amount of subgrade failure was prevalent. The failure is probably due to subsurface water which is draining from the west. This was is due primarily to the considerable amount of irrigation in the area. Corrective measures to eliminate some of the water and stabilize the grade have been studied by the Resident Engineer and I believe concurred in by the Regional Engineer, that a substantial drain ditch parallel to the road on the west side with perforated drain pipe and along with intercepting drains as needed be installed. In addition, a placement of one-foot depth of dice rock be made on the top of the subgrade. Some of this drain work has been previously done. I would concur that these corrective measures should be taken. A preliminary cost estimate of the work is as follows:

8,000 C.Y. Dice Rock @ $2.50/CY	$20,000
1,600 C.Y. Trench Exc. @ $5.00	8,000
1,800 Lin. Ft. 5-inch Perf. Pipe @ $2.00	3,600
290 C.Y. Backfill Material @ $8.00	1,520
Total	$43,120

In addition to this area in the area of the Mill at Neil Creek, the Mill and also a farmer are complaining that our new construction is diverting considerable more water into the natural drainage than was previously there and they ask that some of it be diverted elsewhere. Sawyer concurs that this probably is true and to remedy the complaint, about 2,500 cubic yards of Trench Excavation at $5.00 per cubic yard or $10,000 would be an estimate of the cost. This is in the area Station 811 to 818. The Region and Resident will study this some more and recommend for or against.

It also appears that some additional detour rocking to hold traffic may be necessary. If so, the entire cost of it plus the above-mentioned items could be around $60,000 to $65,000. This will cause an estimated 10 percent overrun to the project.

The Region and Resident are preparing their recommendations which will be submitted shortly. This is only to advise of the project.

John H Walker

JHW:fw

John H. Walker
Field Construction Engineer

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 9[illegible]

DATE: March 25, 1971

In reply refer to: [illegible]

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-RS-473(6)
Willow Flat Rd-Fikes Corner Section
FHWA Order Interim 7-2(2)

Mr. Johnson's March 23, 1971, letter submitted for approval a training program for a laborer. The same training program was previously submitted and approved for Project I-80N-7(33)289.

The laborer training program is approved.

NOTED
A. E. [redacted]

4-3-71

NOTED
TOM EDWARDS

RECEIVED
MAR 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]

[illegible]
[illegible]
[illegible]
[illegible], Oregon [illegible]

Dear Sir:

Re: [illegible]
[illegible]
[illegible]
[illegible]

The subject contract was awarded on [illegible] 11, 1971, to [illegible], of Portland, Oregon. [illegible]

The contractor is to provide one trainee during the life of the contract. [illegible]

The [illegible]

[illegible]

Yours very truly,

[illegible]
State Highway Engineer

By

[illegible]
Assistant State Highway Engineer

[illegible]

cc: [illegible]
[illegible]
[illegible]

[illegible] (File copies of attachments in Construction Section file)
[illegible]

RECEIVED
[illegible]
FOR FILING

5-R5-4730
1521

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
March 22, 1971

SUBJECT: File 42301 - Swan
Parkdale - Fikes Corner
Mt. Hood Highway
Hood River County

To: Mr. Tom Edwards
Deputy State Highway Engineer

BUILDING

I have discussed with Harold Brainerd the March 17, 1971, letter he received from James V. Zankich, a copy of which was sent to Mr. Porter.

Mr. Brainerd advised that the property Mr. Zankich refers to was optioned to the State for $250 by Daniel Swan, after which Mr. Swan sold his property on contract to Mr. Zankich without excepting the portion he previously optioned to the State.

Mr. Swan is now in the position of being unable to fully perform under the terms of his option to the State in that he has violated the terms of his option by encumbering the property during the life of the option. Mr. Swan has signed a deed to the State, but he also needs a quitclaim deed from Mr. Zankich to deliver clear title.

Mr. Brainerd plans to contact Mr. Zankich this week and hopefully will work out a settlement with Mr. Zankich which will allow us to close the file.

D. H. Moehring
Right of Way Engineer

RECEIVED
MAR 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DHM:JP
cc H. G. Brainerd

NOTED
TOM EDWARDS

Swan

RECEIVED
MAR 19 1971
RIGHT OF WAY

March 17, 1971

Mr. Harold Brainerd
Oregon State Highway Department
Bend, Oregon

RE: PARKDALE-PIKES CORNER SECTION
RELOCATED MT. HOOD HIGHWAY

Dear Mr. Brainerd:

There is no reason for me to go into great detail the reason I am writing this letter, or should I mention the events which have occurred in the past to cause me to write. If, Mr. Franklin King of your office has been doing his job, I am sure you have been briefed. I have been told many things, by The State Highway Department, but I yet have to see any correspondence, or any of the proposals materialize or be sent to me.

The survey markers have been installed on my property without my permission, the contract has been let to G. D. Dennis Contractors, and awarded, the construction caution signs have been installed, and you do not even own the piece of property this highway is to be built on, which belongs to me.

I will guarantee that no further trespassing shall occur from the date of this letter, whether it be surveying, earthmoving, or what have you on my property until you have either bought it from me or made other arrangements that meet with my approval.

RESPECTFULLY,

James V.
JAMES V. Z[illegible]
RT. 1 BOX [illegible]
HOOD RIVER, OREGON 97031
387-3020

JVZ/dh

CC: MR. R. L. PORTER
STATE HWY ENGINEER

RECEIVED
MAR 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-[illegible]

[illegible]

March 12, 1971

G. D. Dennis & Sons, Inc.
7355 S.E. Johnson Creek Blvd.
Portland, Oregon 97206

Attn: Mr. Mike Dennis

NOTED
A. E. JOHNSON

Re: Willow Flat Road-Pikes Corner Section
Mt. Hood Highway
Contract No. 7521

Gentlemen:

This letter constitutes formal approval of your selection of a craft in which a trainee is to be provided on the subject contract. At the preconstruction conference in The Dalles on March 4, 1971 you indicated that the trainee would be furnished in the Laborer craft.

We will notify you when we receive final approval from the Federal Highway Administration of your proposed training program for the Laborer craft. This does not preclude your proceeding with work under the contract.

Very truly yours,

F. D. Morgan
Construction Engineer

By D Swan
D. B. Swan
E.E.O. Engineer

DBS:Cr
cc: R. E. [illegible]
[illegible]
[illegible]
[illegible]

RECEIVED
[illegible]
OFFICE OF
[illegible]

6-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name [illegible] Flat Road-[illegible]
Highway [illegible]
County [illegible]
Contractor [illegible] & Sons, Inc.
Address [illegible] S. E. Johnson Creek Blvd., Portland, Oregon, 97[illegible]

Date [illegible], 19[illegible]
Contract No. [illegible]
Prefix [illegible]
F. A. Project No. [illegible]
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of [illegible]

Description of work to be done: [illegible] as provided by [illegible] Special Provisions titled, "On-the-Job-Training."

Location by station numbers:

Estimate of quantities and cost: 1 Trainee - 1,000 hours @ $0.80/hr. = $800.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") [illegible] in t

[illegible] should not [illegible] or more [illegible] [illegible] Salem. [illegible] will [illegible] the [illegible] resident [illegible]	Project authorization	$[illegible]
	Present estimate of project cost, including $[illegible] for work under this order	$[illegible]
	Expected under-run over-run amount	$[illegible]
	Expected under-run over-run per cent	0%

Submitted by: .... Resident Engineer

Approval Recommended: ....

Approved: ....

[illegible]

Gentlemen:

[illegible]

Very truly yours,

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTERDEPARTMENT CORRESPONDENCE

S-RS-473(6)
[illegible]

Salem, Oregon
January 4, 1971

SUBJECT:
Willow Flat-Fikes Corner Section
Project No. S-RS-473(6)

MEMORANDUM TO THE FILES

This memorandum is written to conform with paragraph 6e of PPM 21-6.3 and the secondary road plan agreement for the State of Oregon.

There is one right-of-way file (No. 42282) involved in a restriction to the contractor. The restriction is necessary to allow the owner time to remove the house from this piece of property. The property involved is 100 feet in length along the right side of the right of way, at Station 756+40.

The attached sketch delineates the restricted right of way outlined in red and the contract specifications will contain the restrictive clause required in par. 6e of PPM 21-6.3, that the area as shown will not be available for the contractor's use until after February 22, 1971.

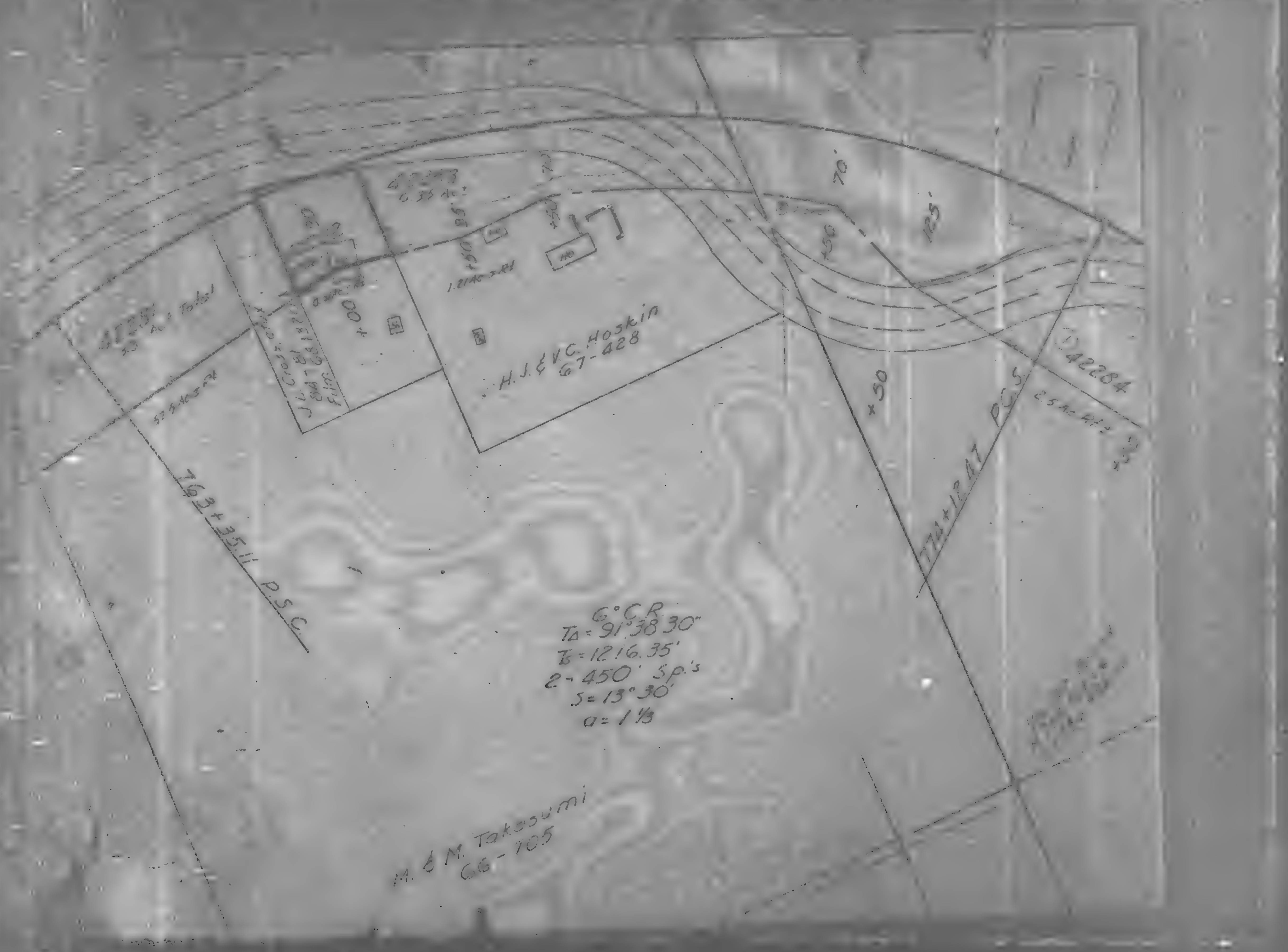
This restriction of about 20 days will not cause the contractor to exceed the specified 440 calendar workdays nor will it increase the cost of the project because the property involved is located on one edge of the present roadway and the contractor will have full access to all the remaining right of way at the anticipated award date; also, this is a very minimal area.

Considering the foregoing information, we believe it is in the public interest to proceed with the advertising of the project because the specifications are all printed and the design is completed.

R. H. Young
L. H. Young
Program and Planning Engineer

DAS:ia

cc: R. E. Simpson
F. B. Klaboe
F. L. Hall
John Oakes
R. N. Chase


Total
57.5 Ac ± Rt
J.L. Cross, et ux
84-81
Film 68 1370
0.41Ac ± Rt
+00
0.35 Ac ±
1.21Ac ± Rt
+50
85'
+50
70'
HO
H.J. & V.C. Hoskin
67-428
70'
+50
125'
+50
① 42284
2.5 Ac Rt ±
774+12.47 P.C.S.
763+35.11 P.S.C.
6° C.R.
TΔ = 91°38'30"
Ts = 1216.35'
2-450' S.p.'s
S = 13°30'
a = 1⅓
M. & M. Takasumi
66-705

December 15, 19[illegible]

Oregon State Highway Commission

Gentlemen:

The Hood River County Board of Commissioners [illegible]

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]
State Highway Engineer

[illegible] 12-4[illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	12-15-70
BY (Signature)	
MR. YOUNG'S DECEMBER 8, 1970 LETTER	
TITLE	
PROGRAM & PLANNING ENGINEER	

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS RURAL SECONDARY

STAGE 1 ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 3 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
3	RS-S-473(5)	1.07	465,954	296,067	WILLOW FLAT ROAD TO FIKES CORNER SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

Young 12-31-70

RECEIVED
DEC 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

THE 2.54 MILE OVERALL PROJECT IS BEING JOINTLY FINANCED USING RURAL SECONDARY AND SECONDARY FUNDS WITH THE SPLIT BASED ON THE AMOUNT OF RURAL SECONDARY FUNDS AVAILABLE.

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY [illegible] PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU [illegible] THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS [illegible] THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF [illegible] EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED		APPROVED
NAME AND TITLE	DATE	SIGNATURE AND TITLE
	12-15-70	E. SIMPSON, DIVISION ENGINEER

[illegible] Authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner any [illegible] government to provide Federal funds for the undertaking.

TRANSACTION NUMBER 11-45

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 12-15-70
BY (Signature) Mr. Young's December 8, 1970 letter	
TITLE Program & Planning Engineer	

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1044 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
1044	S-RS-475(6)	1.47	634,046	402,872	Location: Willow Flat Road to Fikes Corner Section Work: Grade, Drain, High Type Pavement.

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
DEC 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Young 12-21-70

12-15-70

REMARKS (Division)

The 2.54 mile overall project is being jointly financed using Secondary and Rural Secondary funds with the split based on the amount of Rural Secondary funds available.

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified with proposed exceptions and reasons thereof.

RECOMMENDED	APPROVED	
SIGNATURE AND TITLE	DATE 12-15-70	SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

Authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner [illegible] Government to provide Federal funds for the undertaking.

FEDERAL-AID

12-8-70

CARD 2	1	PROJECT LOCATION (43 typewriter spaces) SR 35 6.3 mi. N. of Mt. Hood, N. 2.54 mi.	ADT	1.[illegible]
				2,700

CARD 3	CHARACTER OF PROPOSED WORK (33 typewriter spaces) Gr., Dr., High-type Pave	NAT'L FOREST	

CARD 4	CLASS OF FEDERAL FUNDS Secondary	ROUTE NO. S
	NAME OF URBAN AREA	

ESTIMATED

CARD	LINE NO.			CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
5					PE		SR 35 6.3 mi. N. of Mt. Hood, North 2.54 mi.			
5					RDW		(Willow Flat Road-Fikes Corner Section)			
5					CONST (CODE)			(1.07) 1.47	(465,954) Rural Secondary 634,046	[illegible]
							PROJECT TOTALS	(1.07) 1.47	(465,954) 634,046	[illegible]

PREPARED BY

PROGRAM APPROVAL DATES

Rural S
2.54 mi
of RS fun

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
2,700	90	08	Oregon	55	022	1044

EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG.
		S-RS	473	(6)	

COUNTY NAME: Hood River

CODE: 027

ROUTE NO. S

FEDERAL-AID: 115

STATE: 26

U.S.:

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
Secondary 402,872	231,174	
402,872	231,174	

CHARACTER OF PROPOSED WORK (Full description)

Gr. Dr., 2-12' lanes H.T. Pave. with 10' shldrs., climbing lanes as required. S. end partial gr. & dr. (0.10 mi.)

ROW = 100' min.

Access Control - partial

Parking Restrictions - None.

REMARKS

This project is jointly financed using Secondary and Rural Secondary Federal Funds; the overall length of the project is [illegible] mi. and is split between S & RS funds on the basis of percentage of RS fund available.

-over-

USCOMM DUSCOMM-DC 48009-P01

WILLOW FLAT [illegible]

Pro[illegible]

Existing Facility

Roadway: Two 10' lanes bituminous macadam surface with 3' shoulders.

Adjacent Sections

South End: Two 10' lanes bituminous macadam surface with 3' shoulders.
North End: Connects to [illegible] S-473(3). Two 12' lanes, high-type pavement with 8' shoulders.

Project Data

The project consists of grading and draining two 12-foot lanes, high-type pavement, with 10-foot shoulders, 12-foot climbing lanes where required. Partial grading on the [illegible] (0.10 mile) end with drainage.

Type Code 0010 (Approx. 0.10 mi.) Est. Cost - $ 50,000
Type Code 6204 (Approx. 2.44 mi.) Est. Cost - $1,050,000

System action, airports, water [illegible] and railroads: None involved.
Minimum Design Standards: No [illegible] below standard.
Corridor Public Hearing: Held [illegible], 1969.
Corridor: Approved October 8, [illegible].
Design Public Hearing: Held [illegible] 16, 1969.
Design: Approved April 15, 19[illegible].
Social, economic and environmental effects considered: Yes
Parks, historical and recreational areas: None involved.
State Clearinghouse: Approved [illegible] of March 26, 1970.
District #9 Clearinghouse: Approved by (Mid-Columbia Economic Development District) letter of April 7, [illegible].

Unusual Circumstances: It is [illegible] Division's present intention to require one trainee as set forth in [illegible], Interim 7-2(2) on this project.

FEDERAL-AID

FORM PR-1 (REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO P.O.

12-8-70

ADT	PRESENT 1,500	FUTURE 2,700	YEAR 90

CARD 2
REPORT NUMBER: 1
PROJECT LOCATION (45 typewriter spaces): SR 35 6.3 mi. N. of Mt. Hood, N. 2.54 mi.
NATL. FOREST
FH ROUTE NO.
SUPV AGCY
DA CLASSIF.
DA AREA
EMERG. YR.

CARD 3
CHARACTER OF PROPOSED WORK (33 typewriter spaces): Gr., Dr., High-type pave.
COUNTY NAME: Hood River

CARD 4
CLASS OF FEDERAL FUNDS: Rural Secondary
NAME OF URBAN AREA
ROUTE NO.: S
FEDERAL-AID: 115

ESTIMATED PROJECT

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
5					PE		SR 35 6.3 mi. N. of Mt. Hood, North 2.54 miles.			
5					ROW		(Willow Flat Road-Fikes Corner Section)			
5					CONST (CODE)			(1.47) 1.07	(634,046) Secondary 465,954	[illegible]
							PROJECT TOTALS	(1.47) 1.07	(634,046) 465,954	[illegible]

CARD	CODE
1	1
1	14

PREPARED BY

PROGRAM APPROVAL DATES

Secondary
the project
the basis

Budget Bureau No. 41 [illegible]

U.S. [illegible]

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-8-70

. 2.54 mi.	**ADT**	PRESENT 1,500	FUTURE 2,700	YEAR 90	REGION 08	STATE NAME Oregon	

TE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-S- NUMBER 473

COUNTY NAME Hood River

ROUTE NO. S FEDERAL-AID 115 STATE 26

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
of 2.54 miles.					
ad- ction)					
	(1.47) 1.07	(634,046) Secondary 465,954	296,067	169,887	
	(1.47) 1.07	(634,046) 465,954	296,067	169,887	

REMARKS

This project is [illegible]ntly financed [illegible] Secondary and Secondary Federal [illegible]nds; the overall [illegible] the project is 2.54 mi. and is [illegible]it between RS & S [illegible] on the basis of percentage of RS [illegible] available.

[illegible] SECTION

Project RS-S-473(6)

Existing Facility

Roadway: Two 10' lanes bituminous macadam surface with 3' shoulders.

Adjacent Sections

South End: Two 10' lanes bituminous macadam surface with 3' shoulders.
North End: Connects to Project S-473(3). Two 12' lanes, high-type pavement
with 8' shoulders.

Project Data

The project consists of grading and draining two 12-foot lanes, high-type pavement, with 10-foot shoulders, 12-foot climbing lanes where required. Partial grading on the south (0.10 mile) and with drainage.

Type Code 0010 (approx. 0.10 mi.) Est. Cost - $ 50,000
Type Code 6294 (approx. 2.44 mi.) Est. Cost - $1,050,000

System action, airports, water development and railroads: None involved.
Minimum Design Standards: No portion below standard.
Corridor Public Hearing: Held June 25, 1969.
Corridor: Approved October 8, 1969.
Design Public Hearing: Held December 16, 1969.
Design: Approved April 15, 1970.
Social, economic and environmental effects considered: Yes
Parks, historical and recreational areas: None involved.
State Clearinghouse: Approved by letter of March 26, 1970.
District #9 Clearinghouse: Approved by (Mid-Columbia Economic Development District) letter of April 7, 1970.

Unusual Circumstances: It is the Highway Division's present intention to require one trainee as set forth in [illegible] Order, Interim 7-2(2) on this project.

[illegible]
[illegible]
[illegible]
PROJECT [illegible] DESIGN

[illegible]

Page [illegible] of [illegible] Pages

[illegible] FLAT ROAD -
Section [illegible] Highway Mt. Hood ([illegible]) County [illegible] Profile [illegible]

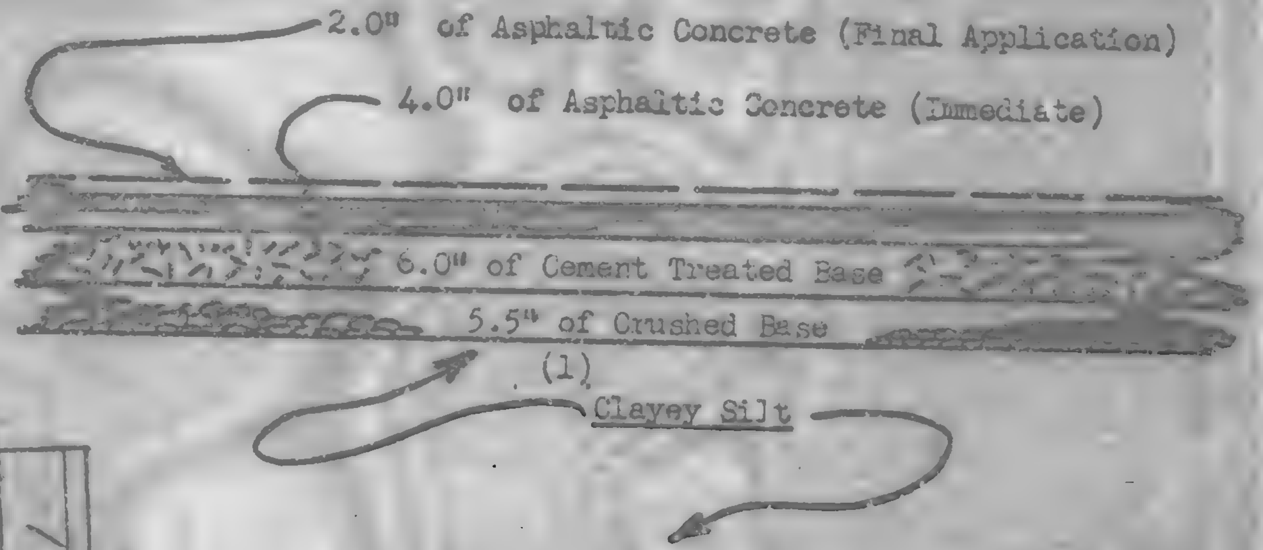
[illegible] Approx. Length 2.6± Miles. Sta. [illegible] to Sta. [illegible] Date [illegible]

Truck A.D.T. [illegible] Traffic Coefficient 8.9 18 kip s.a. per day [illegible].

Annual Precipitation 29"± Frost Penetration [illegible]".

(1)
Typical Soil
43 LL
9 PI
99 %P 10
68 %P200
1 %Gravel
7 %C Sand
24 %F Sand
40 %Silt
28 %Clay
9 "R" Value

9-30-70



2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
6.0" of Cement Treated Base
5.5" of Crushed Base
(1)
Clayey Silt

[illegible] Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C. (F.A.)
	6.0	4.0	A.C.(I)
	11.0	6.0	C.T.B.
	5.5	5.5	Cr. Base
28.5	28.5	17.5	

AASHO CLASSIFICATION:
A-5 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

OCT 14
FOR FILE

RS-4773
7521

cc: [illegible]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Engineering Geologist

Submitted by [illegible]
for [illegible] Assistant

Recommended by [illegible]

Recommended by [illegible]

Approved [illegible]

SECTION: WILLOW FLAT ROAD - [illegible]
HIGHWAY: Mt. Hood
COUNTY: Hood River

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	C.T.B.	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness
7.0 - 8.0	3.5"	6.0"	---	6.0"	24.0"	15.5"
6.0 - 7.0	3.0"	---	2.0"	13.0"	21.0"	18.0"
4.8 - 6.0	2.0"	---	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	---	2.0"	11.0"	13.0"	*15.0"

*Increased to equal approximately ½ the depth of frost penetration.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
1.0" Lime Treated Subgrade = --- " Crushed Base

These values apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: WILLOW FLAT ROAD - [illegible]

HIGHWAY: Mt. Hood

COUNTY: Hood River

1500 Present ADT (1971)

16 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	80	1.8	144	112	450	50,400
3	70	1.8	126	98	1000	98,000
4	10	1.8	18	14	1250	17,500
5	80	1.8	144	112	3180	3[illegible]
6	—	—	—	—	2570	- - - - -
				336 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL [illegible]

TWENTY YEAR EWL [illegible]

TRAFFIC COEFFICIENT [illegible]

SECTION: WILLOW FLAT ROAD - [illegible]

HIGHWAY: Mt. Hood

COUNTY: Hood River

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification: See attached sheet**
2. **Soils Characteristics: See design chart attached**
3. **Weather: See design chart attached**
4. Performance of Similar Pavements in Area: Good ______ Fair ______ Poor ______
   Remarks: No C.T.B. constructed in this area to date.
5. Cost Comparisons: No cost comparison made between C.R.P.C.C. and A.C.W.S. as [illegible] **traffic does not warrant the use of C.R.P.C.C.**

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See Page 5
10. Stimulation of Competition: See Item 5 and Page 5
11. Construction Consideration: Not a problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See Page 5.

WILLOW FLAT ROAD - PIKES CORNER
Mt. Hood Highway
Hood River County

COST COMPARISON

Unit prices were obtained from C. E. Layton, Cost Estimator, for this area and are listed below:

Class B Asphaltic Concrete	$ 8.65 per ton
P.M.B.B.	8.32 per ton
C.T.B.	8.00 per cu. yd.
Aggregate Level	4.70 per cu. yd.
Aggregate Base	4.60 per cu. yd.

Three sections of comparable strength were considered in the following per square yard cost comparison:

4.0" A.C.	4.0" A.C.	4.0" A.C.
2.0" A.L.	6.0" P.M.B.B.	6.0" C.T.B.
14.5" A.B.	5.5" A.B.	5.5" A.B.
$ 4.71	$ 5.71	$ 4.62

The additional costs for excavation, borrow, pipe lengths, etc., were not considered in the above comparison.

RECEIVED
SEP 18 1968
[illegible]

S-RS-4731(6)
9521

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1968

SUBJECT: Willow Flat Road-Fikes Corner Section
Mt. Hood Highway No. 26 (ORE 35)
Hood River County

To:

MEMO TO THE FILES

With respect to the memo on the subject section dated September 12, 1968 by Mr. D. N. Harwell, I will agree substantially with its contents with the exception of the final paragraph which should be corrected as follows: the County was informed that the Neal Creek Route would cost about $1.3 million over the proposal as well as its being about a mile longer; in addition, it was brought to light that the Soil Conservation Service is currently working on the Neal Creek Project (primarily an irrigation facility)-- the implementation of which would also negate this corridor as a possible route.

I have discussed the alternate alignment referred to in Mr. Harwell's memo with the designer, Robert Whitby, and he will look into this possibility at first opportunity. At this point, I would like to amend the fifth paragraph in Harwell's memo to indicate that some 25 to 40 feet of additional cut depth may be encountered. Mr. H. G. Brainerd, Right of Way Supervisor, has been contacted for appraisals of the affected mill and adjacent properties so that the feasibility of the alignment change can be determined -- it is my understanding that an independent appraiser who is conversant with lumber mills is to make the appraisal; it will be about 2 to 3 weeks before he is on the job. In view of this, completion of this study should be sometime in late October.

W. H. Tebeau
W. H. Tebeau
Preliminary Studies Engineer

WHT:fw

NOTED
F.B. KLABOE

RECEIVED
SEP 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
SEP 13 1968
[illegible]

MEMO TO FILES: 9/12/68

[illegible] R5-4713(6)
[illegible] 7521

Willow Flat Road-Fikes Corner Section
Mt. Hood Highway No. 26 (ORE 35)
Hood River County

Pursuant to administrative request, representatives of State, ie: Haller, Tebeau, Stratton, Brainerd, and Harwell met with the Hood River Board of County Commissioners, County Engineer, and County Executive, as well as some ten property owners or interested individuals.

In opening the meeting, the County was informed that this was not a public hearing, but only an informational meeting, at their request, to outline the status of proposed projects in this vicinity.

It is apparent that the major matter of concern was the State's proposal of severing the Neal Creek Lumber Company's property in the vicinity of Engineer's Station 795-805. Some concern was shown regarding damages to pear orchards; however, the matter of the lumber mill was of prime importance due to impact of community, as well as its operation in conjunction with the plywood plant at Dee.

Mr. Tebeau will study the possibility of alternate alignment change in this vicinity and/or the possible acquisition of additional lands to replace the area to be utilized for new right of way. Costs of lands will be obtained from Mr. Brainard and coordinated with Mr. Tebeau for this study.

If the alignment were shifted southeasterly in this immediate vicinity, it is possible some 25 to 40 feet of cut may be encountered.

Based on the foregoing requests and outcome of study, the County will be informed of State's findings and notified in its regard.

This office will forward, at the request of County, preliminary maps of right of way (9B-2-11 & 12) for informational purposes only, subject to change.

The matter of State utilizing the Neal Creek Route was dropped after County was informed of costs being $2-3 million above the proposal as outlined.

D.N. Harwell

D. N. Harwell
Assistant Engineer
County and City Division.

NOTED
F.B. KLABOE

DNH:eb
cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor Wolfe
F. D. Morgan-2
D. H. Moehring-2
L. W. Rulien
J. F. Putnam
H. G. Brainerd-R/W - Bend

RECEIVED
SEP 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section [illegible] CORNER Highway Mt. Hood (FAP 115) County Hood River Prefix [illegible]

Res. Engr. ______ Approx. Length 2.6+ Miles. Sta. 745+ to Sta. 880+ Date 8-9-68

Truck A.D.T. [illegible] Traffic Coefficient 8.0 18 kip s.a. per day 64.6 (Automobiles not considered).

Annual Precipitation 29"+ Frost Penetration 30"+.

(1)
Typical Soil

[illegible]	LL
9	PI
99	%P 10
68	%P200
1	%Gravel
7	%C Sand
24	%F Sand
40	%Silt
28	%Clay
9	"R" Value

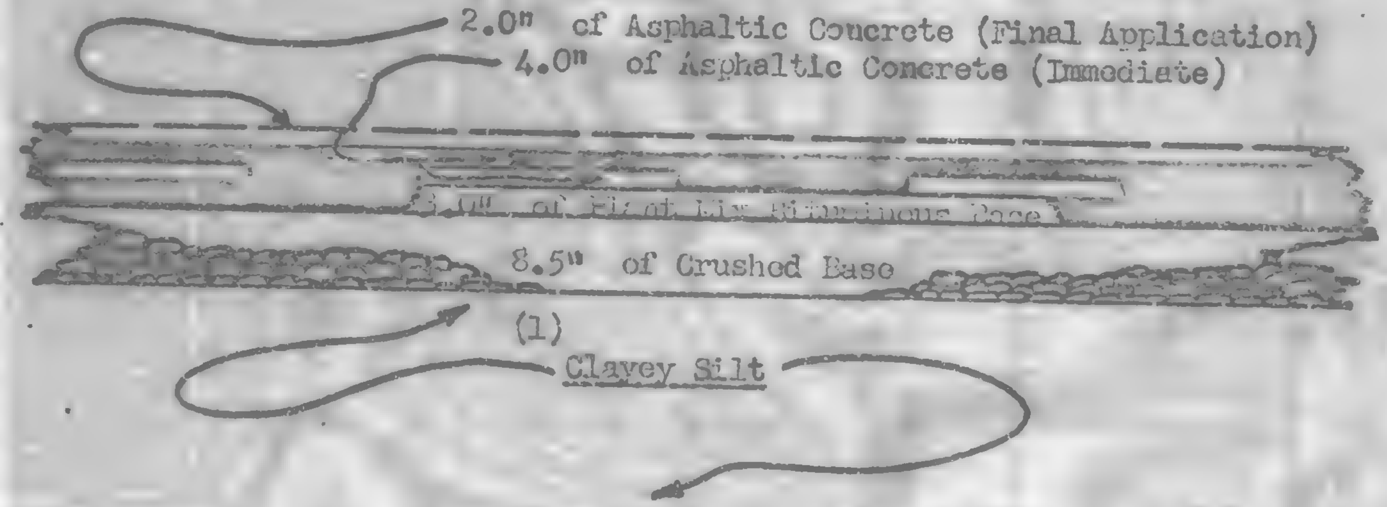
[illegible]

AASHO CLASSIFICATION:

A-5 (8)

MATERIAL SOURCES:

To be determined by the Engineer.



2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
3.0" of Plant Mix Bituminous Base
8.5" of Crushed Base
(1)
Clayey Silt

CBE Total Req.	Credit	Actual Thick.	
		2.0	A.C. (F)
		4.0	A.C. (I)
		3.0	P.M.B.B.
		8.5	Cr. Base
26.0	25.0	17.5	

7521

R31447[illegible]

[illegible] 21 1968

NOTED
F. P. ENG.

8-7-68

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
[illegible] Engineer

Submitted by ______
for Staff Assistant

Recommended by ______
Asst Engineer of Materials

Recommended by ______
Asst Construction Engineer

Approved by ______
Asst. State Highway Engineer

WILLOW CREEK ROAD-FIELDS CORNER
Mt. Hood Highway (FAR 125)
Hood River County

"OTHER ROADS"

affic cient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
0 - 8.0	3.5"	3.0"	- - -	11.5"	24.0"	18.0"
- 7.0	3.0"	- - -	2.0"	13.0"	21.0"	18.0"
- 6.0	2.0"	- - -	2.0"	11.5"	17.5"	15.5"
rs Only	2.0"	- - -	2.0"	11.0"	13.0"	*15.0"

*Increased to equal approximately ½ the depth of frost penetration.

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8"	Crushed Base

TRAFFIC ANALYSIS

SECTION: WILLOW CREEK ROAD-FIKES CORNER
HIGHWAY: Mt. Hood
COUNTY: Hood River

1400 Present ADT (1968)
9 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	60	1.8	108	84	450	37,800
3	30	1.8	54	42	1000	42,000
4	20	1.8	36	28	1250	35,000
5	20	1.8	36	28	3180	89,040
6	0	—	—	—	2570	—
				182	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 203,840
TWENTY YEAR EWL 4,076,800
TRAFFIC COEFFICIENT 8.0

SECTION: WILLOW CREEK ROAD-[illegible] CORNER

HIGHWAY: Mt. Hood

COUNTY: Hood River

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: No problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this project is in a known area of slope and fill problems. Minor subsidence is anticipated and A.C. is more desirable for ease of possible restoration.

18-1608 S. 6th St. at Austin St. (Kla. 197
Falls) Sec.,of Klamath Falls-Lakeview
#7523 Hwy. (Traffic signal install.)

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]

[illegible]

[illegible]

[illegible]

December 3, 19[illegible]

[illegible] State Highway Commission

Gentlemen:

[illegible]

[illegible]

[illegible]

Yours very truly,

[illegible]
State Highway Engineer

[illegible]

cc: [illegible]

18-[illegible]

OREGON STATE HIGHWAY DIVISION

[illegible]'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: So. 6th St. at Austin St. (Klamath Falls)

WEEK ENDING: October 9, 1971

[illegible]: 18-1608

HIGHWAY: Klamath Falls-Lakeview

COUNTY: Klamath

NAME OF JOB: So. 6th St. at Austin St. (Klamath Falls)

KIND OF WORK: Traffic Signals

CONTRACTOR: General Service Electric, Inc.

CONTRACT NUMBER: 7523

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: February 17, 1971

DATE WORK STARTED: August 26, 1971

ESTIMATED COMPLETION DATE: September 24, 1971

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: " SUPERVISION: "

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 204

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 102

PROJECT AUTHORIZATION: $ 29,025.75

EXCLUSIVE OF ENGINEERING: $ 26,490.75

ENGINEERING AUTHORIZATION: $ 2,535.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 97

ESTIMATED COST OF COMPLETED [illegible] EXCLUSIVE OF ENGINEERING: $ 25,908.16

ENGINEERING COST TO DATE: $ 2,373.57

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.2 %

PERCENT OF AUTHORIZATION: 94 %

DATE PROJECT WAS COMPLETED: September 24, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO [illegible]					
NUMBER OF SHIFTS PER DAY					

[illegible] DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-Mild			
MONDAY	Clear-Warm			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	Clear-Mild			
FRIDAY	" "			
SATURDAY	" "			

RECEIVED
OCT 11 1971
CONSTRUCTION DIVISION

Routing
Checker
Swan

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Office personnel working on final estimate.
TUESDAY	Office personnel completed final estimate and submitted to the Regional Office by mail.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The contractors work is complete except for changing the [illegible] lenses. This will be done upon receipt of the lenses. Final payment will be withheld pending replacement of the lenses.

Work remaining consists of two State Force Orders.

No 1 Paint Traffic Markers
No 2 Place Type "C" A.C. Mix at the Intersection.

This is the last weekly report for the project.

[illegible] (1)
[illegible] (1)
File (1)

Bob Aldrich

By: Bob Aldrich Ass't Res. Engineer

SIGNED E. J. Dunn LOCATION Klamath Falls

[illegible]

[illegible]

[illegible]

[illegible]:

[illegible] for your files a fully executed copy of the following [illegible]

[illegible]

A copy of this [illegible] is also being sent to [illegible]

Very truly yours,

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]
FEB 18 1971
FOR [illegible]

18-1608
[illegible]

February 18, 1971

General Service Electric, Inc.
P. O. Box 1435
Bellevue, Washington [illegible]

Gentlemen:

The State Highway Commission on February 1, 1971, accepted your proposal for a traffic signal installation on the [illegible] 6th Street at [illegible] Section in Klamath Falls of the Klamath [illegible] Highway in Klamath County for the sum of [illegible] and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer February 1[illegible], 1971, awarded you the project, which has been assigned Contract No. [illegible].

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for execution. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 2, 1971.

Very truly yours,

[illegible], Secretary
OREGON STATE HIGHWAY COMMISSION

hl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

F. D. Morgan	I. D. Merchant
N. D. Kraemiel	J. F. Putnam
William Geibel (SAIF)	

February 2, 1971

Board of Commissioners
Klamath County
County Courthouse
Klamath Falls, Oregon 97601

Gentlemen:

On January 28, bids were opened for the installation of traffic signals at the intersection of South Sixth Street and Austin Street east of Klamath Falls. This installation is covered by an agreement between the State of Oregon and Klamath County.

The tabulation below is a summary of the present estimated cost of this installation. If you will submit the County's check for $14,500, we will proceed to award the contract.

Low Bid	$24,750
Flagging	300
Traffic Markers	300
Engineering & Contingencies (14½%)	3,676
Total Estimated Cost	$29,026
County's Share (50%)	$14,513

NOTE:
F. B. Klaboe

Your cooperation in this matter is appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Check No. 31334, amount of $14,513.00 rec'd 2-17; ref'd to Galen Herr 2-17-71
copies to Crandall
Harwell

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
[illegible]

7-7-70

July 8, 1970

Board of County Commissioners
[illegible] County
Courthouse
Klamath Falls, Oregon 97601

MISC CONTRACTS [illegible]
[illegible]

Attention: Mr. D. Milne
County Clerk

Gentlemen:

Attached for your records is a [illegible] executed copy of an [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] and [illegible] [illegible].

We have retained a [illegible] executed copy of this agreement for the [illegible] files.

Very truly yours,

[illegible]
[illegible]

[illegible]
[illegible]

cc: [illegible]
(w/ [illegible] attached)

[illegible]

July 3, 1970

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with Klamath County for the installation of three-phase, fully actuated traffic signals at the intersection of the Klamath Falls-Lakeview Highway and Austin Street.

This agreement provides that the State shall do the work, with the County agreeing to pay one-half the cost, maintain the traffic signals and pay for all electrical energy consumed.

The total estimated cost of this project is $22,000, the State's share to be taken from Minor Betterment Funds.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This subject will be on the agenda for your consideration at the July 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

[illegible]

RECEIVED
APR 6 - 1970
FOR FILING

18-1608
75-23

Austin St.

#511

April 6, 1970

Board of Commissioners
Klamath County
County Courthouse
Klamath Falls, Oregon 97601

Gentlemen:

In response to your letter of February 2, we have made an in-depth study of South Sixth Street throughout its length with attention directed to the removal of islands, the elimination of parking, and the installation of traffic lights at Austin and Crest Streets.

The conclusions reached by the study are as follows:

1. Removal of the islands would serve a useful purpose in only one way; namely, of providing sufficient room to add a third lane in each direction. Their removal would, however, open the way for additional left-turning at mid-block and would in all probability increase the accident potential. Volume counts and accident analyses indicate that the street has current ample capacity with its present four-lane configuration.

2. The report recommends removal of the parking. The accident analysis notes a large percentage of the accidents are rear end collision-type which occur at the intersections, but that particularly in the area between Washburn Way and Summers Lane, there is an excess percentage of sideswipe accidents. These are due to narrow lanes and to the conflict with parking maneuvers. Immediate removal of parking would reduce the accident potential and would increase the possible capacity due to eliminating the parking manouver conflict. If the County so desires, we would recommend such a parking prohibition to the Highway Commission.

3. The installation of traffic lights at Austin Street and Crest Street. The engineering study indicates sufficient warrant to justify such installations. It does recommend, however, that such installations be combined with a revision of the signals at Washburn Way and at Altamont and that the entire system be interconnected to provide for traffic progression. The signal installations at Austin and Crest are estimated to cost $22,000 each, for a total of $44,000; the revisions at Washburn Way and at Altamont Drive $6,000 and $25,000 respectively, for a total of $31,000; the interconnection system to cost $8,000, for a total of $83,000. Longstanding policy of the Commission with respect to signal installations or revisions would invite equal cooperation of the County in financing the signal installations.

In summary, the report would indicate that some immediate relief could be secured by removal of parking from South Sixth Street throughout its length. It would further appear that the major expenditure of funds required for the removal of the islands and the installation of the lights might be applied to more worthy projects in the area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:er

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
H. S. Cox
F. B. Crandall
J. F. Putnam
V. E. Skoog

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 25, 1970

SUBJECT: Traffic Improvements
South 6th Street
Klamath Falls-Lakeview Hwy.
ORE140

To: Tom Edwards
Asst. Highway Engineer
BUILDING

Herewith detailed report on the above. I concur with the recommendations except for Item #2 calling for removal of the median traffic islands and repaving to provide a flush type median. I attach a summary of the recommended improvement work with dollar signs therefor.

Regarding the proposition of island removal, I believe this would be a step backward insofar as minimizing accidents and improvement in traffic flow, plus the cost of $125,000.

The non-intersectional accident rate on the flush-type median sections runs 2½-3 times that for the curbed median sections (6.51 vs 2.35). We would expect an additional 50 non-intersectional accidents per year were this section converted to flush median.

Traffic flow-wise, elimination of the curbed islands and narrowing of the median to provide two additional lanes of traffic would be offset in a large part by impediments and conflicts due to increased non-intersectional cross movements.

Notwithstanding our discussions, I have included an item for revision of channelization and signalization at Altamont. Such revision would be a desirable thing in the overall plan of treatment; however, this unit of work could be deferred until a later time.

F B Crandall
F. B. Crandall
Traffic Engineer

FBC:njc
Attachments

DEPARTMENT OF TRANSPORTATION
Traffic Engineering

Recommended Improvements
ORE140 - Hwy. No. 20 - M.P. 2.05 to M.P. 3.36
Klamath Falls

Unit of Work *	Cost Estimate State	 City	 County	 Total
1. Remove curb parking on 6th St. from Martin St. to Fargo	$ 1,500	$ ---	$ ---	$ 1,500
2. Widen Washburn Way approaches (Hwy.#420) to provide left-turn lanes	1,000	1,000	---	2,000
3. Revise signals @ Washburn Way	3,000	1,500	1,500	6,000
4. Upgrade existing signals to 12" reds	600	300	300	1,200
5. Install signal at Austin	11,000	---	11,000	22,000
6. Install signal at Crest	11,000	---	11,000	22,000
7. Revise channelization @ Altamont to provide left-turn lanes	15,000	---	---	15,000
8. Revise signals at Altamont	12,500	---	12,500	25,000
9. Telephone interconnect -- annual charge	4,000	2,000	2,000	8,000
TOTAL	$59,600	$4,800	$38,300	$102,700

10. Revise off-street parking at "Town & Country" (also other shopping complexes) to minimize and consolidate ingress and egress to highway.

* Listed in priority order.

3-24-70

OREGON STATE HIGHWAY DEPARTMENT Flush Median.

TRAFFIC ENGINEERING DIVISION

Urban Motor Vehicle Accident Listing

3-20-70

LOCATION
City Klamath Falls
Street Klamath Falls. Lakeview Hwy
Hwy. No. 20 Rte. No. Ore 140 / 39
From Adams St. M.P. 6.45
To Begin divided Hwy. M.P 2.05
Period Covered: 1-1-66 to 12-31-68

	COLLISION TYPE													CLASSIF.					
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	REMARKS
Intersectional																			
1966			16	1	1	12	1						31		13	18		16	
1967	4		16			7							27		6	21		10	
1968			11		1	6			1	2			21		8	13		12	
Total	4		43	1	2	25	1		1	2			79		27	52		38	
Non-Intersectional Acc. Rate 6.50																			
1966	1		11	2	6	2	1			1			24		5	19		7	
1967	1		19	1	5	4	6						36		10	26		21	Acc Rate 6.50
1968		1	16	1	6		3	1	2			1	31		12	19		20	
Total	2	1	46	4	17	6	10	1	2	1		1	91		27	64		48	
All Accidents Acc. Rate 12.15																			
1966	1		27	3	7	14	2			1			55		18	37		23	
1967	5		35	1	5	11	6						63		16	47		31	
1968		1	27	1	7	6	3	1	3	2		1	52		20	32		32	
Total	6	1	89	5	19	31	11	1	3	3		1	170		54	116		86	

Curbed Median

OREGON STATE HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

3-23-70 Vbc.

LOCATION

Klamath Falls & S.E of Klamath Falls

Hwy. No. 20 Rte. No. Ore140

From M.P. 2.05 - Begin divided hwy

To M.P. 5.22 - Summers Ln

Period Covered: 1-1-66 to 12-31-68

LOCATION	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	REMARKS
Intersectional																			
1966	2		16		1	19			1				39		12	27		17	
1967	3		17			12			1		1		34		11	23		14	
1968	4		13		2	18					2		39		8	31		10	
Total	9		46		3	49			2		3		112		31	81		41	
Non-Intersectional. Acc. Rate 2.35																			
1966			3		1	3	1	3	1			1	13		2	11		4	
1967	1		5	2	9	1		1	1				20		3	17		3	Acc. Rate 2.35
1968			9		5	4	1		2			1	22		9	13		10	
Total	1		17	2	15	8	2	4	4			2	55		14	41		17	
All Accidents Acc. Rate - 7.13																			
1966	2		19		2	22	1	3	2			1	52		14	38		21	
1967	4		22	2	9	13		1	2		1		54		14	40		17	
1968	4		22		7	22	1		2		2	1	61		17	44		20	
Total	10		63	2	18	57	2	4	6		3	2	167		45	122		58	

Non.I.: $\frac{6.50}{2.35}$ = 2.77

All Acc.: $\frac{12.15}{7.13}$ = 1.77

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
February 9, 1970

SUBJECT: Request from Town & Country
Merchants' Association
Traffic Study
Washburn Way-Summers Lane Section
Klamath Falls-Lakeview Highway

To: L. E. George
Assistant Traffic Engineer
Salem

Enclosed is a copy of a letter from Mr. Stanley J. Neitling, Vice President of the Town and Country Merchants' Association. Mr. Neitling's request is substantially the same as that recently received from the Klamath County Board of Commissioners.

Will you please consider this request in making your comments and recommendations concerning the proposed improvements in this segment of South Sixth Street.

OBJackmond
O. B. Jackmond
Assistant Division Engineer

OBJ:pc
enclosure

cc: J. L. Gunter

NOTED
L.E. GEORGE

RECEIVED
FEB 10 1970
TRAFFIC ENGINEERING

BOARD OF COUNTY COMMISSIONERS

KLAMATH COUNTY OREGON

COUNTY COURTHOUSE • KLAMATH FALLS, OREGON 97601

RECEIVED
DIVISION IV-BEND
FEB 3 1970
☐ ☐ ☐ ☐ ☐
Assigned
Action

February 2, 1970

Mr. J. F. Putnam
Division Engineer
Oregon State Highway Department
Post Office Box 1249
Bend, Oregon 97701

Dear Jim:

Klamath County has been approached by the Town and Country Merchant's Association asking our support in requesting the State Highway Department to make a study on the following items:

1) Removal of the islands from the center of South Sixth Street from Washburn Way to Summers Lane.

2) No Parking along South Sixth between these two (2) streets.

3) Installation of traffic lights at Austin Street and Crest Street.

This proposal ties in quite well with our scheduled reconstruction of Washburn Way from the Eastside Bypass to South Sixth Street. We, therefore, feel these points have some merit for consideration and wholeheartedly recommend a study be made by the State, if at all possible.

Thank you for any consideration given to this matter.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

R. L. Carlson

Ragnar L. Carlson, Chairman

Scott Warren, Commissioner

Don Kenyon, Commissioner

ra

NOTED
L.E. GEORGE

PayLess DRUG STORES
NORTHWEST, INC.

ADDRESS YOUR REPLY TO
PAY LESS DRUG STORE
TOWN & COUNTRY
SHOPPING CENTER
KLAMATH FALLS, OREGON
TELEPHONE [illegible]

General Offices and Warehouse
234 N. W. FIFTH AVENUE
PORTLAND, OREGON 97209

PAY LESS DRUG STORES
Northwest, Inc.

ALBANY, OREGON
Hollis Birchard, Mgr.

COOS BAY, OREGON
Stan Olberg, Mgr.

CORVALLIS, OREGON
W. L. Heinberger, Mgr.

EUGENE, OREGON
Barclay Armitage, Mgr.

EUREKA, CALIFORNIA
John Juay, Mgr.

GRANTS PASS, OREGON
G. C. Leisure, Mgr.

KLAMATH FALLS, OREGON
636 Main Street
Noel Flynn, Mgr.

KLAMATH FALLS, OREGON
TOWN & COUNTRY
SHOPPING CENTER
S. J. Heitling, Mgr.

LaGRANDE, OREGON
Gene Derrick, Mgr.

LEWISTON, IDAHO
628 MAIN STREET
Everett Brown, Mgr.

LEWISTON, IDAHO
LEWISTON CENTER
Kenneth Barker, Mgr.

MEDFORD, OREGON
Willard Chinn, Mgr.

MITCHELL, SOUTH DAKOTA
Super City Shopping Center
Robert Shattuck, Mgr.

NORTH BEND, OREGON
Carlton Conner, Mgr.

PASCO, WASHINGTON
Duane Hulet, Mgr.

PENDLETON, OREGON
M. L. May, Mgr.

PORTLAND, OREGON
Ray Thomas, Mgr.

REDDING, CALIFORNIA
Ed. Bring, Mgr.

RICHLAND, WASHINGTON
Jack Daws, Mgr.

ROSEBURG, OREGON
Paul Orr, Mgr.

SALEM, OREGON
Lee Coleman, Mgr.

SPRINGFIELD, OREGON
J. Templeton, Mgr.

THE DALLES, OREGON
Duane Faris, Mgr.

WALLA WALLA, WASH.
Ron MacDonald, Mgr.

WENATCHEE, WASHINGTON
H. E. [illegible], Mgr.

YAKIMA, WASHINGTON
Arnold Buys, Mgr.

January 19,1970

John Gunther
State Highway Department
Klamath Falls, Oregon 97601

Dear John,

We would like to propose a study of South Sixth Street traffic from Washburn Way to the canal just past Summers Lane.

We propose this study to see if the following reccomendation is feasable..

1.Remove the island from the center of South 6th. .

2.No Parking along South 6th from Washburn to the canal especially in congested areas.

3.Installation of traffic lites at Austin Street and Crest Street.

South sixth is just about ready for major repair, it appears. Much of the island curb is almost non-existent and,if practicle, this might be the time to make a change.. Your plan of striped zones in the center and no parking along curb seems to be working very well further on out South 6th and we feel it would really aid traffic and traffic patters if the islands were removed.

Traffic Lites at Austin and Crest would greatly aid traffic from both large shopping centers and make S. 6th much less hazardous especially at peak traffic periods..

We would also like to see the lites adjusted to a speed limit setting rather than the side street trips as we now have..

Any further question or discussion give me a call. I will always be available..

Thanks a lot for your consideration..

Sincerely,

Stanley J Heitling

Stanley J. Heitling
Vice - President
Town and Ctry Merchants Assoc.

CC: DAVE HOERNING
COUNTY ENGINEER

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering
March, 1970

REPORT OF SECTIONAL INVESTIGATION
South Sixth Street
Klamath Falls-Lakeview Highway
ORE140 - Hwy. No. 20 - M.P. 1.27 to M.P. 4.50

Recommendations:

As a result of this investigation, it is recommanded that:

1. Left-turn refuges be established at Shasta Way as on the main attached drawing. To accommodate this, parking must be prohibited from M.P. 1.86 (Engr. Sta. 64+62) to M.P. 2.02 (Engr. Sta. 4+85).

2. The existing curbed traffic islands from Washburn Way to Summers Lane be removed and the channelization shown on the attached plan be painted. This will require signal revision at Washburn Way and Altamont Drive. (Cost estimate attached)

3. The existing and recommended signals be interconnected with a telephone circuit in order to retain an actuated flexibility with a cycle length of 65 seconds as shown on the attached signal diagram. (Cost estimate attached)

4. Twelve-inch red lenses be installed on all signal heads controlling traffic on South Sixth Street. (Cost estimate attached)

5. Three-phase signals be installed at Austin Street #7523 and Crest Street. (Cost estimate attached)

6. Parking be removed from Washburn Way to Summers Lane. (Cost estimate attached)

7. Parking at the "Town & Country" Shopping Center be reworked in coordination with highway officials to provide for controlled access-egress and patterned interior circulation to include changing the angle of approach from the Center to South Sixth at Crest Street.

8. Avalon Street, Austin Street, Altamont Drive, Summers Lane and East Side By-Pass be striped for two approach lanes of which the right lane should be signed for right-turn only.

9. The Oregon State Highway Commission initiate a new speed zoning resolution rescinding all previous resolutions on that portion of Highway No. 20 from the city limits of Klamath Falls (M.P. 2.13) to 0.13 mile east of the junction of the Klamath Falls-Malin Highway, No. 50 (M.P. 5.65). The new resolution should retain existing designated speeds.

10. Enforcement agencies exert a concentrated program in the daytime afternoon in an effort to control and discourage illegal or accident potential maneuvers.

Historical Background:

This report is in response to an increasing number of requests from the Klamath Falls area suggesting improvement in intersectional patterns along South Sixth Street. With the increasing concern, it was decided that an overall study should be developed.

Investigation:

Sections:

For the purposes of this investigation, the 3.23 mile length of South Sixth Street from the railroad overpass to Patterson Street was broken into three sections, each containing similar roadway characteristics, culture type and density, and volume patterns.

Section	From	To	Length, Miles
1	R.R. Overpass	Washburn Way	0.86
2	Washburn Way	Summers Lane	1.15
3	Summers Lane	Patterson Street	1.22

Roadway Characteristics:

The roadway in Section 1 is characterized by a 64-foot width. Right-of-way width is 80 feet. Toward the east end of the section, between Lark and Washburn, is a transition section with pavement widths tapering from 64 to 90 feet and right-of-way increasing to 125 feet. A median island also begins in this section to form a left-turn refuge at Washburn. Alignment in this section is tangent except for westbound traffic lanes in the transition section which must undergo a reverse curve due to the change in pavement widths.

In Section 2, South Sixth Street consists of two 30-foot roadbeds separated by islands that range from 20 to 65 feet in width. Right-of-way widths vary accordingly being usually about 30 feet wider than the curb to curb width. The median island is a raised concrete and asphalt barrier which contains left-turn refuges at all streets and a few selected mid-block locations. The street in this section makes a curve left in the vicinity of Altamont. Here the island expands to allow for a unique left-turn circle. Alignment is then tangent to Summers Lane.

Following a transition section between Summers and the East Side By-Pass, the roadway returns to a width in Section 3 of 68 feet with right-of-way width again at 80 feet. Alignment is tangent with the exception of a curve right near Patterson Street which marks the end of the study section. Between Summers Lane and the East Side By-Pass the roadway is striped for six lanes. Here the two center lanes are used strictly for left turns from South Sixth Street onto the two previously mentioned streets. Between the Eastside By-Pass and Patterson Street there is a 16-foot painted median with left-turn refuges at all streets.

The entire study section is striped to accommodate four lanes of traffic. Right-turn-only lanes exist at Washburn and East Main for westbound traffic and at Washburn, Altamont and Summers Lane for eastbound traffic.

Parking is allowed on-street throughout the section and is prohibited in conjunction with extra lanes and at problem locations. Restricted parking is shown on the main attached drawing. Off-street parking is abundant throughout Section 2, but is limited in Section 1. Due to the suburban nature of Section 3, off-street parking is adequate.

Culture:

Section 1 contains commercial culture of a moderate to moderately heavy density. It is characterized mainly by smaller specialty stores as opposed to department and shopping center type stores. Scattered throughout are a few residences, but the mood of the section remains commercial such as that of an out-lying business district.

Culture in Section 2 is light to moderate and contains a mixture of commercial and industrial types. Examples would be a shopping center, a planing mill, used car lots, motels, and farm equipment dealers. Few residences exist in this section. The section gives the impression in the westerly part of leaving town, but this impression is soon erased by the increasing culture density in the area to the east around the shopping center.

Section 3 becomes a cross between suburban and rural residential cultures with scattered commercial establishments. Density ranges from light to moderate to the end of the section.

Traffic Generators:

One of the two major traffic generators in the study section lies in Section 2 on the south side of South Sixth Street between Crest Street and Summers Lane. It is the Town and Country Shopping Center. The other major generator is a new shopping center, "Shasta Plaza" which is located on the north side of Sixth between Avalon and Austin. A shopping area in and around the vicinity of Shasta Way and a Albertson's Food Market on the north side of Sixth across from Fargo Street constitute lesser generators.

Volume & Capacity:

Turning movements taken at major intersections during the study indicate several patterns:

1. Westbound flow in most sections of South Sixth is fairly constant from 7 a.m. until 6 p.m.
2. Eastbound flow increases gradually until 1 p.m., levels off until 4 p.m., then increases to a peak at 6 p.m. and recedes sharply.
3. All sections reflect westbound "shopping" peaks at 1 or 2 in the afternoon. Section 2 has the most pronounced peak followed by Section 1 and then Section 3.

These volumes reflect that South Sixth serves a multiple purpose. (See "Study Sections" Map) Firstly, it is utilized as an arterial for home-to-work and work-to-home travel. Secondly, it carries an even volume during the business hours characteristic of a business district. It also reflects a "shopping" peak caused by the housewife's afternoon trip.

The 4-5 p.m. westbound peak from Altamont west can best be explained as a work-to-home trip for Air Force personnel stationed at Kingsley Field who have a 4:30 shift change.

Intersections which now are signalized and possible future installations were examined from a capacity standpoint. The results are tabularized below:

Intersection	No. of Phases	Percent Capacity 1/			
		A.M. Peak	Off Peak	P.M. Peak	
				Existing	Traffic Islands Removed
East Main	2	45	65	85	
Shasta 2/	3	55	65	80	
Washburn	3	60	55	80	70 or 86 3/
Austin 2/	3			93	62 or 90 3/
Altamont	2	45	60	60	43 or 83 3/
Crest 2/	3	55	60	75	55 or 75 3/
Summers & By-Pass	3	65	70	100	100 or 105 3/

1/ Assumptions: Load factor = 0.3, Peak hour factor = 0.85, trucks and through busses = 5%. Rounded to the nearest 5%.

2/ Currently not signalized.

3/ The first figure is neglecting pedestrian clearance and the second figure is allowing for it.

Speed:

There are currently four resolutions governing speed zones in the study area. One is a State Speed Control Board Resolution and three are Oregon State Highway Commission Resolutions. They are described as follows:

Resolution	Date	From	To	Speed
SSCB #712	4-7-60	50 feet east of Broad Street (M.P. 0.98)	South City Limits (M.P. 2.13)	35
OSHC #9	2-5-47	South City Limits (M.P. 2.13)	0.8 mile east of USRS Canal (M.P. 3.37*)	35
OSHC #149	4-1-54	0.65 mile east of USRS Canal (M.P. 3.37*)	1.06 mile west of junction with Hwy. #50 (M.P. 4.00*)	35
OSHC #252	8-8-57	50 feet southeast of Patterson (M.P. 4.51)	0.13 mile east of junction with Hwy. #50 (M.P. 5.62)	50

---

* Old Mile Posts

These resolutions are illustrated on the "Existing Speeds" Map. As can be seen from the above table, there could possibly be a blank section in the speed zone coverage. Even when resolved through records searching, there still could be a stretch 0.07 mile long which is basic rule, as shown on the map.

For the purposes of analysis and to have a basis for an "after" comparison, a speed delay study was made. Technical results are listed in Annex A.

Basically, the study sections were further segmented. Section 1 was broken into three segments, Section 2 into four segments, and Section 3 into five segments. A car was then used to clock travel times between given check points a known distance apart. Time that the vehicle was stopped was also recorded. These times and distances enabled the calculation of running speeds and overall speeds in the various segments at different times of the day.

Generally, it was found that running speeds were near 30 MPH except in the two segments on either side of Washburn Way. Major delays were few, happening mostly as a direct result of a signal. Again, Washburn Way created the largest delay, especially during peak hours. A table showing stop time is also included in Annex A. For ease of comparison, these two tables were integrated into the bar graph shown in the Annex. (Segment 8 shows low speeds but due to the short length of the section which made timing difficult, no conclusions were drawn.)

Accidents:

In the period from January 1, 1964, to September 30, 1967, there were 663 reported accidents in the study section. Of these, two were fatal accidents, 165 were non-fatal accidents, and 496 were property damage accidents.

The accident rates in accidents per million vehicle miles for the particular sections are shown below:

	Sec. 1*	Sec. 2**	Sec. 3**	Statewide Urban Average	Statewide Suburban Average
1964	14.9	9.8	10.1	14.9	9.5
1965	9.7	10.0	14.5	14.9	6.8
1966	10.0	9.7	10.6	15.1	6.2

---

* Urban Classification

** Suburban classification

In considering accidents by type, the rear-end accident was the most common, the turning movement accident was second and sideswipe accidents ranked third. A comparison between five intersections (East Main, Shasta, Washburn, Altamont and Summers Lane) and the entire section revealed that rear-end accidents comprised 65 percent of the intersectional accidents as opposed to 45 percent of the sectionwide total. (For diagrams see Annex B)

An investigation of the accidents in and around the above mentioned intersections revealed that the accidents are related to time. The highest number of accidents happened between 1 and 3 p.m. Morning and evening peak traffic showed less accidents than this 1-3 p.m. period. This time corresponds with the "shopping" peak. Peak traffic is characterized by through movements while "shopping" traffic makes more mid-block and unfamiliar intersectional maneuvers apparently resulting in more accidents.

Of these intersectional accidents, more than 50 percent happened in the daytime afternoon. This fact coupled with the distinct peak of accidents between 1 and 3 p.m. indicates that measures taken to alleviate the situation should be concentrated in this time period.

Signals:

There are currently five signals operating in the study section. They are located at E. Main, Washburn, Altamont, Summers Lane and Eastside By-Pass. All operate independently of each other except Summers Lane and Eastside By-Pass which operate simultaneously.

The signal at E. Main is a two-phase, semi-actuated signal. Westbound traffic has a continuous right turn onto E. Main. Due to this movement, traffic entering from the south can only turn left or right. Left turns are prohibited from South Sixth both eastbound and westbound.

The signals at Washburn Way and Summers Lane are three-phase, fully-actuated signals. The third phase at both locations accommodates left turns from South Sixth.

The Altamont intersection has a two-phase, fully-actuated signal. The side street phase also accommodates the left turn from South Sixth due to the special left-turn circle.

Other possible locations are Crest Street, Austin Street and Shasta Way. Two of these locations have been investigated. Plans for Shasta Way have been turned down several times by the City of Klamath Falls because they eliminated on-street parking. Crest Street was recently investigated by Dwayne Hofstetter at the request of the "Town and Country" Shopping Center. The results of his report are incorporated in this report.

Conclusions:

Generally, the problems encountered in this section of highway are minor. Even though it has a high ADT, the volume is fairly constant and spread over a long period of time. From an accident standpoint, the rates are near or below that of state-wide trends. Traffic flow is smooth with the major delays being caused by unprogressive signals.

One thing noted by the Investigator was the lack of planning from a traffic standpoint. Little thought has been given to the problems created by unplanned access to a major arterial. Driveway cuts and accesses to frontage roads are too numerous. Not only does this reduce the on-street parking, but it presents the motorist with many possible points of conflict in slowing to enter these locations from the arterial. One flagrant example is the driveway cut to the fried chicken establishment opposite Summers Lane. It is 60 feet long; empties directly into the intersection, should not have been allowed; but even though it exists, it has no signal head to control vehicle entrance into the intersection. Access to South Sixth should be studied, and existing accesses should be evaluated as to absolute necessity and priority. Every attempt should be made to eliminate or consolidate these accesses.

The Shasta Way intersection, which has been unsuccessfully investigated in the past, should have left-turn refuges installed. It is felt that signals in the adjoining areas should create sufficient gaps to allow traffic to utilize this intersection unsignalized. Plans submitted by the City which would bring Shasta into South Sixth on the east at right angles are discouraged. Accident experience does not indicate that sight distance and/or angle of approach to South Sixth on Shasta is the problem. (See Annex B)

Section 2 has a large number of sideswipe accidents. This is caused by the narrow 30-foot roadway which is striped for two lanes of traffic and parallel parking. If these islands were removed and replaced by a standard 14-foot painted median and parking was removed, the resulting roadway would be 38 feet wide on each side of the median and could be striped for three lanes. The previously mentioned eastbound right turn lane at Washburn would become optional. Altamont would have three through lanes and a right turn only lane. The three lanes eastbound would be terminated at Summers with the outside lane turning right. The three lanes eastbound would be terminated at Washburn Way with the outside lane turning right. This will change the capacity at Washburn, Altamont and Summers as shown on the table above, provide six standard lanes instead of the narrow four now existing and give this section a more standard, workable look. The removal of these islands which are considered a safety hazard would allow the removal of the traffic circle at Altamont and the rechannelization of this intersection in a more uniform manner.

The largest delays throughout the day are created by the signal at Washburn Way. Although the volumes on Washburn are not exceptionally large, about 40 to 50 percent of the vehicles entering from the north and south turn left onto South Sixth. Due to the configuration of the intersection, turns must be made with cars turning left side to left side and congesting the intersection. If the pavement were widened to allow left-turn refuges on Washburn and the islands on South Sixth were removed to permit freer turning, less signal time could be allotted to Washburn, thereby eliminating much of the delay to traffic on South Sixth.

Delays at other signals comprised the remaining delay in the section. These delays could probably be eliminated by the interconnection of the existing signals. Interconnected actuated signals could retain a flexibility for pedestrian actuation that would be lost with fixed-time operation. This interconnect, together with the installation of 12-inch red lenses, should reduce both the delay and the unusually high rear-end percentages at intersections.

Certain city streets and county roads should be designated as a primary street system which upon intersection with South Sixth Street would be easily signalized without lowering the capacity of South Sixth. Those which now exist as signalized intersections and those which easily fit in are listed below:

1. East Main Street
2. Shasta Way
3. Washburn Way
4. Austin Street
5. Altamont Drive
6. Crest Street
7. Summers Lane
8. Wiard Street

The use of Avalon for access to the "Shasta Plaza" shopping center by eastbound traffic on South Sixth must be discouraged. This is essential since Avalon is too close to the signal at Washburn to allow decent signal progression should Avalon warrant a signal in the future. Motorists should be encouraged to use Austin where a signal would cause the least delay. Should Avalon become a problem, the break in the median island should be closed.

Altamont Drive now intersects South Sixth with the use of a unique traffic circle. It is felt that although this did work at one time, its usefulness is now outdated. The intersection should be rechannelized as shown on the attached plan.

Another problem area exists at the "Town & Country" Shopping Center. A lack of access-egress planning and internal circulation patterns in the parking area has left the motorist confronted with a free-for-all arrangement. Movement from and to South Sixth is not controlled by selected entrances and exits.

The entire area, both within the circle of businesses and those areas adjacent which front on South Sixth, should be the subject of a parking study. The driveway cut opposite Crest Street should be improved to a "street-type" facility that allows approach to South Sixth only from right angles and forces motorists entering the cut to proceed south before negotiating a left turn toward the shopping center. A signal should be installed at Crest, but only following a complete revamping of the existing parking.

Several streets form "T" intersections with South Sixth. For ease of traffic movement, these should be striped on the approach for right turn only from the right lane. Specific streets involved would be Avalon, Austin, Altamont, Summers Lane, and the East Side By-Pass.

It could eliminate any future problems and perhaps legal loopholes if the State Highway Commission would establish a new speed zoning resolution that would rescind all old resolutions from the city limits to the junction of Highway No. 50. Such a resolution could cover the 0.07 mile that now is in question.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering
March, 1970

Cost Estimate and Sharing Breakdown of Recommended Improvements

Item	State	City	County	Total
Removal of curbed islands and overlay	$125,000	---	---	$125,000
Widening Highway No. 420	1,000	--	--	1,000
Paint channelization and remove parking from Washburn to Summers	1,500	---	---	1,500
Widening Washburn Way	---	$1,000	---	1,000
Signal revision at Washburn	3,000	1,500	$ 1,500	6,000
Signal at Austin	11,000	--	11,000	22,000
Signal revision at Altamont	12,500	---	12,500	25,000
Signal at Crest	11,000	--	11,000	22,000
Telephone interconnection*	4,000	2,000	2,000	8,000
Change to 12-inch red lenses	600	300	300	1,200
	$169,600	$4,800	$38,300	$212,700

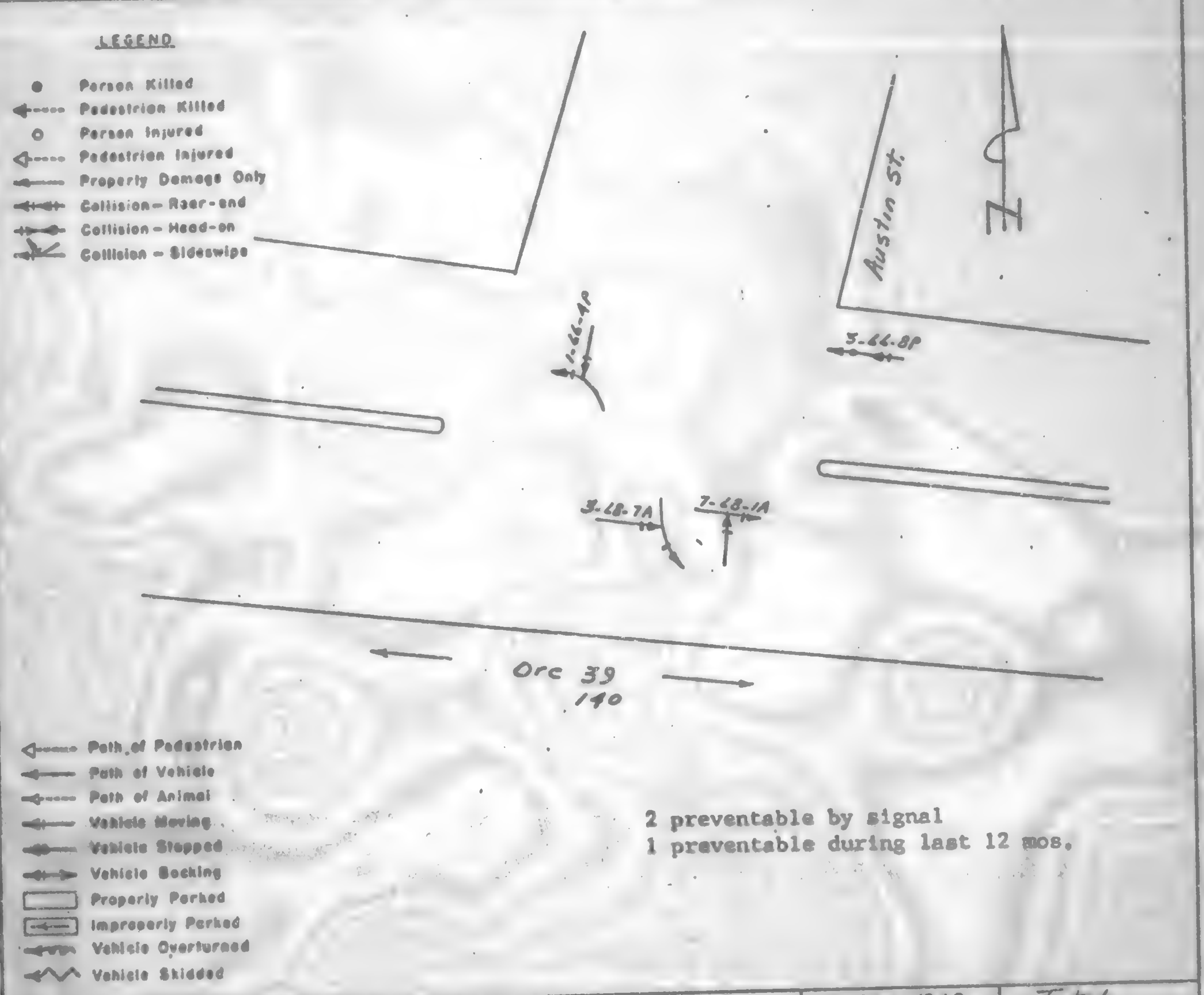
* Monthly cost of leased lines estimated at $21.00 to be born by the City or County or both.

152

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

of Klamath Falls County Klamath
Intersection of Klamath Falls-Lakeview Hwy. and Austin St.
Highway Number 20 (Orc 39 / 140) M.P. 2.44
Period Covered 1-1-64 to 9-30-69
Compiled by Vk Drawn by ____ Date 2-16-70



2 preventable by signal
1 preventable during last 12 mos.

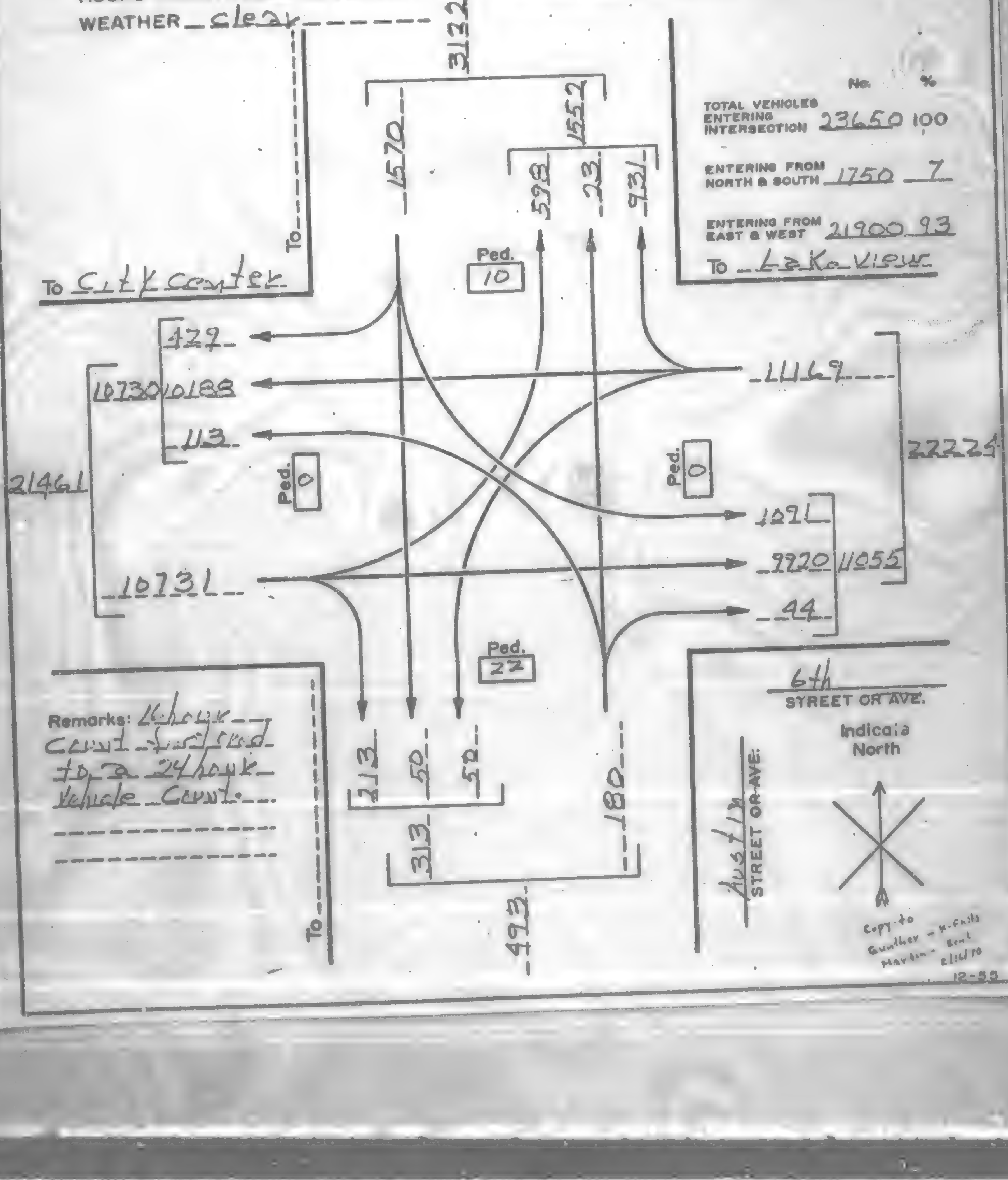
Collision Type	1964-1965				1966-1967				1968				5 Mos. 1969				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle											1	1							1	1
Head-on																			1	1
Rear-end							1	1												
Sideswipe																			2	2
Turning Movement							1	1			1	1								
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		-		0			2	2			2	2				0			4	4

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

752 3

DATE February 9, 10 1970
DAY OF WEEK Monday Tuesday
ACTUAL COUNT (VEH) 16 HRS.
HOURS COUNTED 6AM to 10 PM.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER clear

CITY OF Klamath Falls
INTERSECTION OF K. Falls-Lakeview Hy 20
AND Austin street
STATION NO. MP 2.40
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	23650	100
ENTERING FROM NORTH & SOUTH	1750	7
ENTERING FROM EAST & WEST	21900	93

To Lakeview

Remarks: 16 hour count factored to a 24 hour vehicle count.

Copy to
Gunther - K. Falls
Mardin - Brnl
2/16/70

12-55

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Sixth Street at Austin Street

#7523

TRAFFIC SIGNAL WARRANT COMPARISON*

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1675	600
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	140	150
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1675	900
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	140	75
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1675	600
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	0	150
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	1	5

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways.

19-1122 Crane Cr. Rd.-Cogswell Cr. Sec. 1971
of Fremont Hwy., S.of Lakeview
#7524 (Grading and paving)

FOR FILING

19-1122

7324

January 28, 1972

The Travelers Indemnity Company
Fidelity - Surety Department
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

A post-final payment for $1,650 will be made to Babler Bros., Inc., on Contract No. 7324 for work on the Crane Creek Road-Cogswell Creek Section of the Fremont Highway in Lake County as soon as the warrant is prepared.

The total amount paid on this contract will be $870,144.88 including the post-final payment. Of the total, $5,279.43 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

cc Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

bc Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
J. F. Putnam

RECEIVED
FEB 16 1972
FOR FILING

19-1122
7524

#3

January 13, 1972

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

The State Highway Commission at its meeting on January 11, 1972, considered your request for a 12-day time extension on Contract No. 7524 for work on the Crane Creek Road-Cogswell Creek Section of the Fremont Highway in Lake County.

After considering the available facts and the provisions of the contract, the Commission granted you an extension of 11 days without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc F. D. Morgan
V. E. Skoog
J. F. Putnam
W. W. Robertson

FORM E-3C

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1971

SUBJECT: Crane Creek Road-Cogswell
Creek Section
Contract No. 7524
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Babler Bros, Inc. requests a 12-day time extension because of delay in securing the A.C. mix design and weather. Bids were opened on this project January 28, 1971 and the calendar workday count started March 1, 1971. The project was completed October 4, 1971 with 14 days liquidated damages accrued at $150 per day for $2,100.

Attached is a tabulation of the climatological data for the Lakeview station. Rainfall was above normal in May and June, but not enough to justify a time extension. The contractor's grading work was stopped for a few days, but crushing continued and the crushing may have been a control on the job progress at a little later stage anyway.

Production of the A.C. aggregate did not start until August 16 when 84 percent of the contract time had elapsed. Samples were hurried to Salem the same day, where the Lab encountered problems in arriving at a mix design due to the characteristics of the rock. It took 22 days to arrive at a design which was telephoned to the field and paving started immediately. The standard specifications do say that at least 15 days may be required for this procedure and although it does not straightforwardly say so, it probably is implied that we will have the mix design within 15 days. On most projects, this is sufficient time, so there is basis to grant time extension for the 7 extra days which were necessary on this project.

In reviewing the project records, I find a couple quantity overruns which would also justify time extension. The A.C. item which was already running late for the above reasons, overran 3.3 percent or 660 tons. This would justify 1 day extension on such a late sequential item. Guardrail items also overran significantly.

Type 2A Guardrail overran 243 feet (14.4 percent) and Type 2 Guardrail overran 1,800 lineal feet (57.1 percent), due to three added runs. Guardrail was the last work performed on the project from September 27 to the October 4 completion date or 7 days time. The quantity overrun would justify 3 days extension.

We therefore recommend an 11-day extension which will leave 3 days liquidated damages in effect amounting to $450. This was a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Attachments
cc V. L. Gallagher

RECEIVED
DEC 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

PRECIPITATION AND TEMPERATURE
LAKEVIEW

From "Climatological Data"

Month	Total Precipitation	Departure From Normal	Average Temperature	Departure From Normal
1971				
January	1.46	- .38	30.4	+ 3.2
February	.59	- 1.12	33.5	+ 2.7
March	3.84	+ 2.32	32.4	- 4.3
April	1.63	+ .48	42.1	- 2.6
May	4.12	+ 2.61	49.1	- 2.5
June	1.85	+ .57	55.8	- 2.3
July	.21	- .01	67.6	+ .8
August	.09	- .08	69.1	+ 4.5

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7524 Contractor Babler Bros., Inc.

Highway Fremont

Section Crane Creek Road-Cogswell Creek

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 11 days extension (7 for late AC mix design plus 4 for quantity overruns on A.C. and guardrail).

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 7524

Project designation State (State-Federal)

Date awarded February 1, 1971

Work started February 24, 1971

Per cent completed 100 October 4, 1971 (Date)

No. of Workdays Allowed 200

No. of Workdays Used 214

No. of Added Workdays Requested 12

[illegible]

[illegible] (Rev.)—[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Nov. 1, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from *200 days to *212 days, within which to complete our Contract No. 7524, without the assessment of liquidated damages. The said contract is described as follows:

*Calendar Workdays

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Aug. 17, 1971 Samples of materials to be used in the mix were furnished to the engineer - mix design not received by the engineer until Sep. 7, 1971. Under Sec. 401.11 of the General Specifications we are requesting an additional seven (7) days. Work prevented due to unsatisfactory weather conditions: Due to the intermittent pattern of these delays we are requesting an additional five (5) days.

	Days
Apr. 21 thru Apr. 23, 1971 -	3
May 13 and May 14, 1971 -	2
May 27 and May 28, 1971 -	2
May 30 thru Jun. 5, 1971 -	7
Jun. 27 thru Jul. 3, 1971 -	7
	21

Respectfully submitted,

Babler Bros., Inc.
Contractor

By Lloyd Babler, Jr.

CONSENT OF SURETY

Date November 5, 1971, 19

We, The Travelers Indemnity Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard W. Merrill
Attorney-in-fact

(SEAL)

Resident Agent

RECEIVED
DEC 20 1971
FOR FILING
19-1122

7524

December 17, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 3
January 11, 1972 meeting

Gentlemen:

Babler Bros., Inc., contractor on the Crane Creek Road-Cogswell Creek grading and paving project on the Fremont Highway in Lake County, Contract No. 7524, has requested a 12-day time extension because of delay in securing the asphaltic concrete mix design and weather. The project was completed October 6, 1971 with 14 days liquidated damages assessed at $150 per day for $2,100.

Production of the asphaltic concrete aggregate did not start until August 16 when 84 percent of the contract time had elapsed. Even though the design of a mix was expedited in our laboratory, due to adverse adhering characteristics of the rock, it took 12 days to arrive at a design, which is 7 days longer than the standard specifications indicate. There were also quantity overruns in the asphaltic concrete item and guardrail which justify an additional 4 days' extension.

I recommend extension for 11 days, which will leave 3 days liquidated damages in effect amounting to $450. This was a State project.

This matter will be on the agenda for your consideration at the January 11 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Gary L. Sund
F. D. Morgan
V. E. Skoog
L. H. Young
J. F. Putnam

JAB:fw kw

RECEIVED
DEC 2 - 1971
FOR FILING

19-1122
7524

December 2, 1971

The Travelers Indemnity Co.
Fidelity and Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

Contract No. 7524 awarded to Bahler Bros., Inc., for work on the Crane Creek Road-Cogswell Creek Section of the Fremont Highway in Lake County was completed on October 4, 1971, and accepted by the Highway Commission on December 1, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 7, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Bahler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon 97202

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
J. F. Putnam

RECEIVED
DEC 2 - 1971

FOR FILING

19-1122

7524

December 1, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed October 4, 1971, on Contract No. 7524. The contract was with Babler Bros., Inc., and was for grading and paving on the Crane Creek Road-Cogswell Creek Section of the Fremont Highway in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 1, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

FG:bb

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
J. F. Putnam

19-1122
7524

Final Rpt

FORM H-1 (REV 10-67)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Crane Creek Road - Cogswell Creek

WEEK ENDING: November 13, 1971

SECTION PREFIX: 19-1122

HIGHWAY: Fremont

COUNTY: Lake

NAME OF JOB: Crane Cr. Rd. - Cogswell Cr.

KIND OF WORK: Grading & Paving

CONTRACTOR: Babler Brothers Inc

CONTRACT NUMBER: 7524

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: February 1, 1971

DATE WORK STARTED: February 24, 1971

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: ●

SPECIFIED WORK DAYS

SPECIFIED CALENDAR WORKDAYS 200

WORK DAYS USED

CALENDAR WORKDAYS USED 214

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 107

PROJECT AUTHORIZATION: $ 1,035,897.47

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 953,755.82

ENGINEERING AUTHORIZATION: $ 82,141.65

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 926,784.49

ENGINEERING COST TO DATE: $ 83,779.28

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: XXXXXX UNDERRUN 2.8%

PERCENT OF AUTHORIZATION: 102 %

DATE PROJECT WAS COMPLETED: October 4, 1971 XXX

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Box Culverts	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.24	5.24			5.24
MILES PARTIALLY COMPLETED					
MILES COMPLETED	5.24	5.24			5.24
TOTAL ESTIMATED QUANTITIES (CONTRACT)	177,000 CY	104,500 ton			20,400 ton
TOTAL QUANTITIES CORRECTED TO DATE	176,200 CY	103,368 ton			21,063 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	176,200 CY	103,368 ton			21,063 ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				XXXXX roject completed October 4, 1971
MONDAY				Semi-final estimate submitted to Region office
TUESDAY				~~October 8, 1971~~ November 8, 1971
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

RECEIVED
1971
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Nov SUNDAY 7	
8 MONDAY	Semi-final Estimate Submitted This Date
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED H. H. Robertson Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

[illegible] 1971

19-1122
7524

Salem, Oregon
June 7, 1971

NOTED
A. E. JOHNSON

Frank L. Hall
Design Engineer
Office

Cinder Asphalt Concrete
Mp 16.86-48.12 Fremont Hwy

Att: C. G. Swenson

Tests have been completed on six pit run cinder samples #966674-9 representing material proposed for use in asphalt concrete paving on subject project. Since samples were received Friday, June 4 and test results needed Monday, June 7, the only tests made are Degradation, Abrasion, Unit Weight and Specific Gravity. Trial asphalt concrete mix design tests have not been made.

The following are specification changes required for use of a modified Class "C" cinder asphalt concrete.

1. Section 401.39. Following the first sentence insert the following:

However, moisture in excess of 0.5% will be permitted providing no visible detrimental effects caused by the aggregate moisture such as boils, slicks, slumping loads and etc. are present in the produced mix. But in no case shall the allowable moisture content in the combined aggregate exceed 1.5%.

The determination of the moisture content in the combined aggregates shall be as per OSHD Standard Method of Test for Moisture Content of Aggregate for use in Bituminous Mixtures.

2. Section 403.11. Include the following modified Class "C" Cinder mix in table 403.11.

All aggregate must pass, 3/4 inch

Aggregate Size	3/4"-1/2",	0-5%
" "	1/2"-1/4",	10-35%
" "	1/4"-#10,	18-37%
" "	#10-#40,	12-24%
" "	#40-#200,	5-19%
" "	Passing #200,	3-8%
Asphalt Cement		10-20%

3. Section 703.08 (a) Include the following:

Volcanic cinders shall be used for coarse aggregate and fine aggregate in the modified class "C" cinder mix. Loose Unit Weight, AASHO T19 of the pit run cinders range from 56-66 pounds per cubic foot. Records for cinder pavements constructed in 1951-56 indicate in place pavement densities of 98-122 lb. per cubic foot with asphalt contents ranging from 12.0-17.2 percent.

4. Section 703-08 (b-3) Include 1/2"-1/4" separated size requirement for modified Class "C" cinder mix.

5. Section 703.08 (c) In the table following the third paragraph include the following requirement for fine aggregate used in modified Class "C" cinder mix.

Percentage Retained on No. 10 Sieve, 37-52

JOHN C. JENKINS
Engineer of Materials & Research

by

James E. Wilson, Jr.
Asst. Engineer of Materials & Research

cc: F. D. Morgan
J. F. Putnam
J. D. Walker
R. J Van Cleave

RECEIVED
JUN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 - 1971
FOR FILING

19-1122
7524

March 1, 1971

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

[redacted]

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7524 for work
on the Crane Creek Road-
Cogswell Creek Section of the
Fremont Highway in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

bc F. D. Morgan
I. D. Merchant
W. W. Robertson
J. F. Putnam

FEB 10 1971

19-1122
7524

February 10, 1971

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

Enclosed are three copies of Contract No. 7524 for $641,785 awarded to you by the State Highway Commission on February 1, 1971, for work on the Crane Creek Road-Cogswell Creek Section of the Fremont Highway in Lake County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 1, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc W. W. Robertson
J. F. Putnam
I. D. Merchant
F. D. Morgan

RECEIVED
DEC 15 1970
FOR FILING

19-1122
7534

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 11, 1970

Mr. Robert Nichols
35 G Street South
Lakeview, Oregon 97630

Dear Mr. Nichols:

Mr. Lloyd Shaw, Assistant State Highway Engineer, has requested me to furnish you with some data regarding the Crane Creek Road-Cogswell Creek Section of the Fremont Highway immediately south of Lakeview, which is scheduled for contracting on January 28, 1971.

This facility will provide a modern two lane road with 12 foot travel lanes and shoulders varying from 4 to 10 feet in width in order to provide intermittent emergency stopping areas. The project begins approximately 3-1/2 miles south of the City of Lakeview. It is 5.24 miles in length. It will consist of widening the present highway and improving the existing horizontal and vertical alignment. This is a State bond project and the estimated cost, including engineering and contingencies, is approximately $1,000,000.00.

Should you desire additional information, we will be happy to supply you with what you require.

Very truly yours,

F. D. Morgan
Construction Engineer

By Edwin A. Pease
Edwin A. Pease
Construction Office Engineer

EAP:fr

cc: Lloyd Shaw

RECEIVED
DEC 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 4 - 1971

FOR FILING

19-1122
7524

4K

11-24-70

November 27, 1970

MISC. CONTRACTS and
AGREEMENTS No. 4115

Board of County Commissioners
Lake County
Courthouse
Lakeview, Oregon 97630

Attention: Zane Gray
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Crane Creek Road-Cogswell Creek Section of the Fremont Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agreement att.)

NOV 2 - 1970

1911122
7524

November 2, 1970

Oregon State Highway Commission

Gentlemen:

The Lake County Board of Commissioners has executed a construction agreement which will clear the way for construction of the Crane Creek Road-Cogswell Creek Section of the Fremont Highway (US395) south of Lakeview in Lake County.

The agreement provides for construction and maintenance of the project by the State and covers all right-of-way acquisition, grading, base, paving, drainage, and any necessary signing. Lake County accepts the State's recommendation for the closure of one county road in order that its connection to the highway may be improved and agrees to cooperate with the State to effect the relocation or adjustment of any utility facilities which may be in conflict with the plans for the project.

This project is included in the State Bond ('71) Program with an estimated cost of $1,000,000.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be presented for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
Frank Hall

F. D. Morgan
L. H. Young
H. S. Cox
J. F. Putnam

MCH:mmr

RECEIVED
NOV 2 - 1970

GAME
COMMISSION
OFFICE OF THE DIRECTOR
P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
DAN CALLAGHAN, Member
J. PAT METKE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

19-1122
7524

October 28, 1970

Hall
A. Olson
Wills
Hackleman
Carstensen
Kayes
Terpin
[illegible]

RECEIVED
OCT 2 9 1970
DESIGN
SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

State Highway Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

We have reviewed the preliminary plan sheets for the following projects sent with your letter of September 30, 1970.

1. South Unit, Condon-Thirtymile Creek Section
   John Day Highway, Gilliam County
2. Forest Boundary-Little Beech Creek Section
   Pendleton-John Day Highway, Grant County
3. Crane Creek Road-Cogswell Creek Section
   Fremont Highway, Lake County

Field reports on these projects indicate that there will be no conflict with wildlife resources, so the projects are approved.

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski
R. O. Koski
Fishery Staff Specialist

ROK:js

cc's sent 10-30-70

F. B. Klaboe
L. H. Young
W. J. Hart (3)
C G. Swenson
W. H. Tebeau
F. E. Terpin (3)
J. F. Putnam (2)
H. S. Coulter (4)

RECEIVED
OCT 2 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 23 1967

823

Crane Cr - Cogswell Cr

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

Section CRANE CREEK - COGSWELL CREEK Highway FREMONT (FAR 16) County LAKE Prefix 19-1465

Res. Engr. E. J. Dunn Approx. Length 5.24 Miles. Sta. 141-43± to Sta. 418-00± Date 2-10-67

Truck A.D.T. 37 Traffic Coefficient 7.2 18 kip s.a. per day 26.

Annual Precipitation 22"± Frost Penetration 32"±.

(1)
Typical Soil

28	LL
6	PI
80	%P 10
43	%P200
20	%Gravel
15	%C Sand
22	%F Sand
27	%Silt
16	%Clay
11	"R" Value

[redacted]

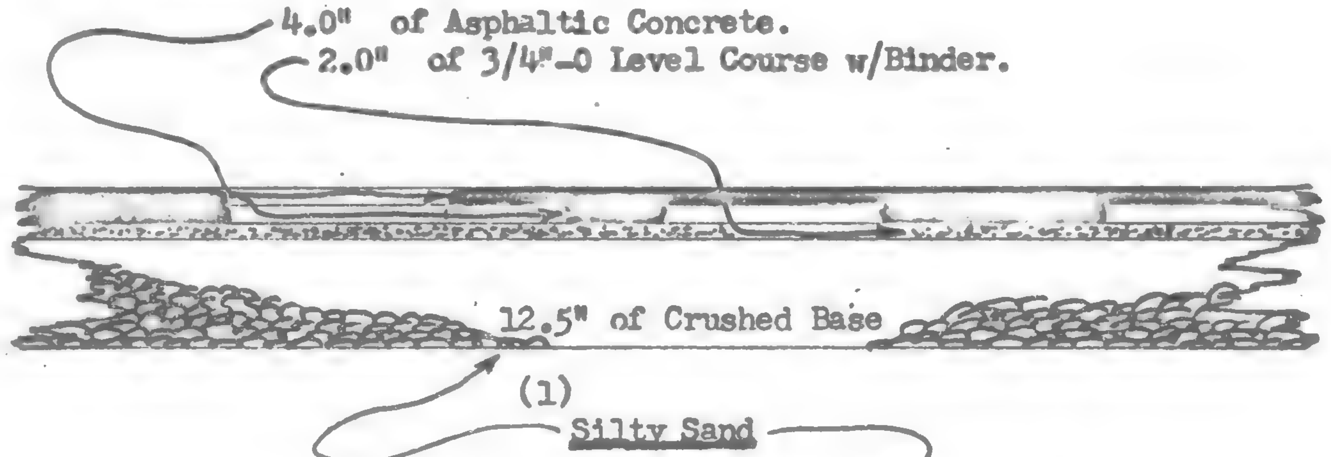
AASHO CLASSIFICATION:

A-4 (2)

MATERIAL SOURCES:

To be determined by the Engineer.

4.0" of Asphaltic Concrete.
2.0" of 3/4"-0 Level Course w/Binder.



12.5" of Crushed Base

(1)
Silty Sand

CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.
	2.0	2.0	Lev
	12.5	12.5	Cr. Base
22.5	22.5	18.5	

2-10-67

NOTED
F. B. KLABOE

Should substitutions be made use the "CBE Total Requirement" column to obtain total thickness and the table below for values:

1.0" of Asphaltic Concrete = 2.0" Crushed Base
1.0" of Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" of Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by C. J. Bigg for Staff Assistant

Recommended by D. A. White Engineer of Materials

Recommended by G. F. Decker Asst Construction Engineer

Approved by F. B. Klaboe Asst. State Highway Engineer

SECTION: CRANE CREEK - COGSWELL CREEK

HIGHWAY: FREMONT (FAR 16)

COUNTY: LAKE

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. ~~Present~~ 1965 ADT 680 (Total)

B. ~~Future~~ 1985 ADT 1150 (Total)

C. Mean ADT 915 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 8% (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= 0.04 x (C) 915 = 36.6

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 37 x (H) 100 % = 37

TRAFFIC COEFFICIENT = $K (I)^{0.119}$
where K = 4.669

= 7.2

SECTION: CRANE CREEK - COGSWELL CREEK

HIGHWAY: FREMONT (FAR 16)

COUNTY: LAKE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: When constructed to present OSHD surfacing thickness standards.
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a State Construction Project. See Item 6.

Morgan Forget it. Fred
7-5-66

RECEIVED
JUL 6 1966
FOR FILING

Const
RH
Fremont

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1966

SUBJECT: Possible Crushing of Rock for
Crane Creek-Cogswell Creek Section
Assignment 823-FBK

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

823

Regarding the feasibility of crushing rock under the present contract for completing the Crane Creek-Cogswell Creek Section of the Fremont Highway, Division advises that the following prices were obtained from the contractor on the Cogswell Creek-California Line project for placing material in stockpile for use on said section.

Quantities are shown for two alternates. Alternate "A" proposes reconstruction of three substandard vertical curves. Altarnate "B" provides for an overlay of existing vertical and horizontal alignment. Prices are for materials in stockpile and bear no relationship to contractor's bid prices for like material as his prices include placing and processing on the road.

ALTERNATE "A"

3/4"-0 Material	6,590 Tons @	$1.35	$ 8,896.50
Stone Base	46,240 Tons @	1.20	55,488.00
A.C. Aggregate	19,500 Tons @	2.00	39,000.00
	73,330 Tons		$103,384.50

NOTE: haul at 12¢/ton mile to be added.

ALTERNATE "B"

3/4"-0 Material	4,475 Tons @	$1.35	$ 6,041.25
Stone Base	36,510 Tons @	1.20	43,812.00
A.C. Aggregate	16,875 Tons @	2.00	33,750.00
	57,860 Tons		$ 83,603.25

NOTE: haul at 12¢/ton mile to be added.

NOTED
F. B. KLABOE

No stockpile site has been obtained until decision is made to proceed with crushing. Site proposed will be near middle of northerly section and contractor quotes a haul prices of 12 cents per ton mile. Maximum proposed haul might be 4 miles.

Haul on Alternate "A" could be 0.12 X 73,330 X 4 = $35,198.40

Haul on Alternate "B" could be 0.12 X 57,860 X 4 = $27,772.80

Estimate for Alternate "A"	$138,582.90
12-1/2% Engr. & Cont.	17,322.86
	$155,905.76
Estimate for Alternate "B"	$111,376.05
12-1/2% Engr. & Cont.	13,922.01
	$125,298.06

FD Morgan
F. D. Morgan
Construction Engineer

FDM:fp
Enc.

R
JUL 1 1966
OFFI
STATE HIGHWA

FORM E-20 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1966

SUBJECT:

To: F. B. Klaboe
Assistant State Highway Engineer MM
OFFICE

Routing

RECEIVED

CONSTRUCTION

Scott
Wills
Litchfield
Olson

Even though it may not be possible to extend the Cogswell Creek-State Line project on the Fremont Highway, I am wondering if there would be any feasibility to crushing the rock under the present contract for completing the entire unit.

This is just something to think about.

Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fn

adv. F.B.K.

6-23-66 Putnam advises contractor has not moved in for crushing, has not ~~decide~~ on what source to use, and is in Idaho and unable to contact at this time will have answer June 30 to July 8 depending on contact.

MM.

REFERRED TO Morgan
By Asst. State Hwy. Engr.

Pl. see me

RECEIVED
JUN 16 1966
FOR FILING

R/W

Fremont

J. Pat Metke, Bend
Chairman
Wayne E. [illegible]
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

RECEIVED
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letters of May 18, and June 6, 1966 which had reference to the prospectuses for the following projects.

Harvard Avenue-Garden Valley Boulevard Section, Oakland-Shady Highway, Douglas County.

Paasch Bridge Section, Paasch County Road, FAS 873, Hood River County.

Crane Creek Road-Cogswell Creek Section, Fremont Highway, Lake County.

We do not anticipate any conflict with the fishery resource as a result of any of the above construction, so the projects are approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC
6-15-66 Copies to:
F. B. Klaboe
L. H. Young
[illegible] (3)
T. S. Koake
[illegible] Morelock
[illegible] K. Chandler (2)
J. F. Putnam (4)

fp

NOTED
F. B. KLABOE

RECEIVED
JUN 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 9 - 1966

FOR FILING
Const
R/W
Fremont

6-6-66

Prefix No. 19-1465

LOCATION PROSPECTUS
CRANE CREEK ROAD-COGSWELL CREEK SECTION
FREMONT HIGHWAY
LAKE COUNTY

HIGHWAY: Fremont. State Primary No. 19, Federal-aid Primary No. 16.

TERMINI: The northerly end is at M.P. 147.0 which point is 1.66 miles north of Crane Creek Road. The southerly end is at M.P. 152.0 which point is 0.35 mile north of Cogswell Creek.

LENGTH: The overall length is 5.0 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the construction of an AC overlay. Engineering will be provided for the acquisition of right of way. Reconnaissance is not needed. Soils investigations will be conducted. Drainage studies will be made and any problems resolved. An economic analysis is not needed at this time. This project is proposed for future State construction and is not programmed at this time.

ROUTE: To follow the existing facility with no towns, airports or parks affected.

CHARACTERISTICS: Existing ADT 650; projected ADT 1,105.

STANDARDS: Minor changes in alignment and grade.

TYPICAL SECTION: Two 12-foot travel lanes with 4-foot shoulders. ADT calls for 12-foot lanes and 8-foot shoulders.

ACCESS: Access will be limited to location, width and unrestricted as to land use.

BASE DESIGN: The tentative base design for construction is:

A.C.	3-1/2"
Leveling Course	2 "
Crushed Base	10-1/2"
Total	16 "

MATERIAL: Investigation for material sources will be made during the survey and referenced to the line.

NOTED.
[illegible]

STRUCTURES: There are two small stream crossings and one cattle pass. The cattle pass is at M.P. 147.37 and the stream crossings are at M.P. 148.35 and M.P. 148.74.

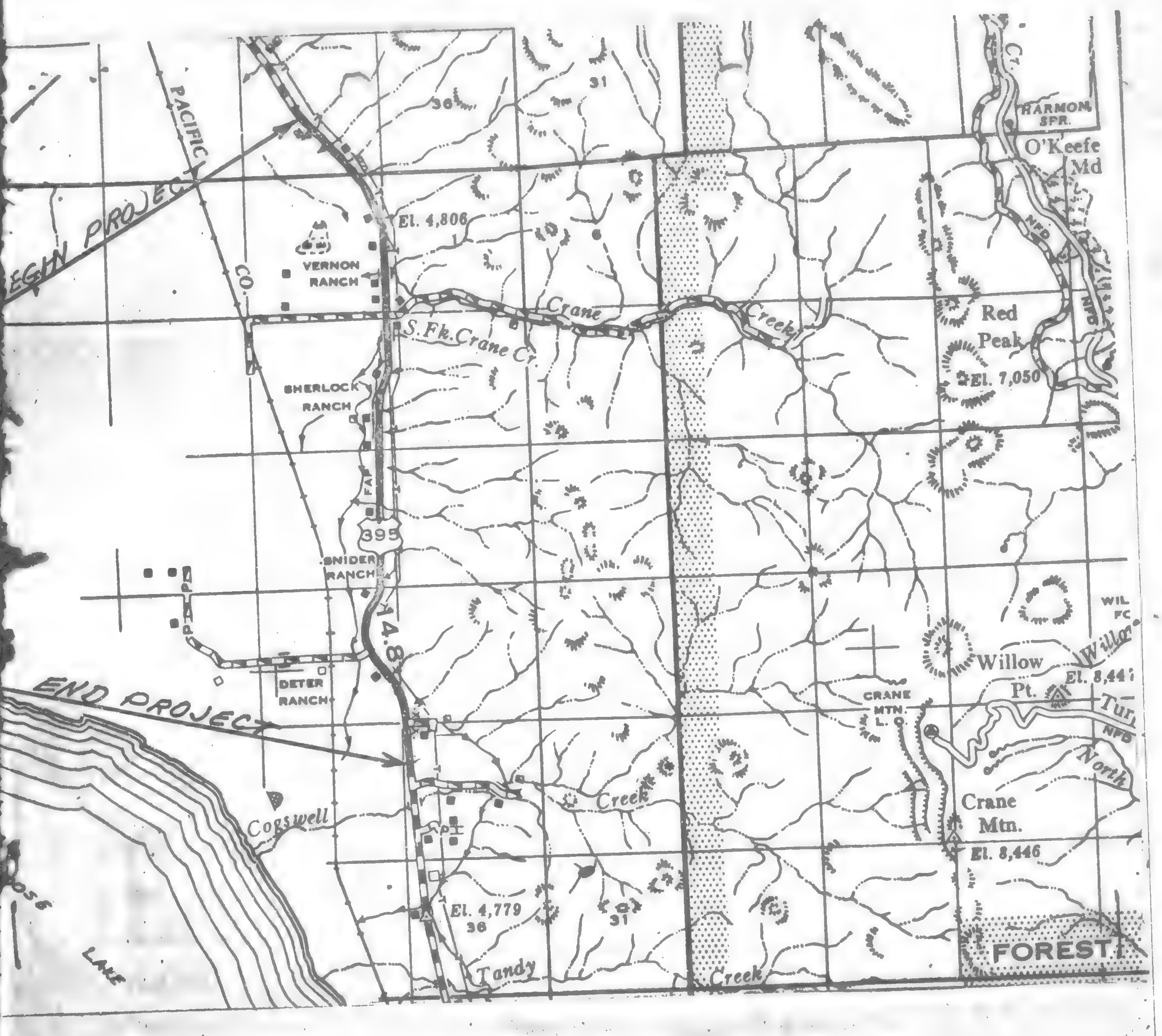
ADDITIONAL FACILITIES: No railroads or major stream crossings.

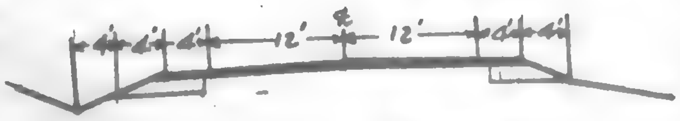
UTILITIES: None affected.

PARKS: None.

June 6, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. F. Putnam (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
JUN 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER





TYPICAL SECTION

PROSPECTUS MAP
CRANE CR. RD. - COGSWELL CR.
FREMONT HWY
LAKE COUNTY
APR. 1966

LSF-3(3) Eugene (Blue Star) Safety Rest 1971
Area, Pacific Hwy. W., N. of
#7525 Eugene. (Improvement + illum.)

RECEIVED

STATE COPY

OSHD (Johnson) Area Engr Riedl
Region
Wash DC LSF-3(3)

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

COUNTY: Lane
DIVISION: Oregon
REGION NO.: 10
REPORT NO.: 5 75-35
PROJECT NO.: LSF 3(3)
DATE OF REPORT: 2-4-72
REPORT MADE BY: Crawford Jencks, Hwy Engr Trainee
COMPLETION DATE: See below
ACCEPTANCE DATE BY CONTRACT AGENCY: 10-22-71
TIME ELAPSED: See below %
CONTRACT TIME: See below
APPROVED EXTENSIONS: See below
LOCATION: Pacific Highway West, 7 miles north of Eugene OR

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

cy Const 2-16-72

EUGENE (BLUE STAR) SAFETY REST AREA
Improvement and Illumination

The project provided for an expansion of the existing facility and the installation of a water supply system, sanitary facilities, and illumination of the area.

The contract was divided into two sections with two separate completion dates. Both completion dates were extended and approved (a. May 15, 1971 to June 24, 1971 and b. June 1, 1971 to August 23, 1971.) No liquidated damages were assessed.

There were no major underruns or overruns not covered by a price agreement or an extra work order. The total contract price overran by 12.2%.

NOTED
A. E. JOHNSON

RECEIVED
FEB 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

2-15-72
REFERRED TO
Johnson
BY DEPUTY STATE HIGHWAY ENGINEER
cc Young

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE Original Signed by R. E. Simpson R. E. Simpson	DATE 2-10-72
TITLE Area Engineer	DATE 2-4-72	TITLE Division Engineer	

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
DEC 7 1971
FOR FILING

LSE-3(3)
7525

December 6, 1971

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen:

A post-final payment for $1,650 will be made to Robert L. Divine on Contract No. 7525 for work on the Eugene (Blue Star) Safety Rest Area of the Pacific Highway West in Lane County.

The total amount paid on this contract will be $49,298.92 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Robert L. Divine
114 N. W. 79 Street
Vancouver, Washington 98665

bc F. D. Morgan
I. D. Merchant
V. E. Skoog
Attn: John Herr
C. T. Kassey

⑩

RECEIVED
DEC 31 1971
FOR FILING

ISF-3(3)
7525

November 26, 1971

Mr. Robert L. Divine
116 N. W. 79 Street
Vancouver, Washington 98663

Dear Mr. Divine:

The State Highway Commission at its meeting on November 26, 1971, considered your request for an extension of the specified completion date to August 23, 1971, on Contract No. 7525 for work in the Eugene (Blue Star) Safety Rest Area in Lane County.

The Commission advanced the completion date for Unit A to June 24, 1971, and the completion date for Unit B to August 23, 1971, the date of completion, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc F. D. Morgan
I. D. Merchant
V. E. Shoop
C. T. Kensey
Ellis Jones
Federal Highway Administration

RECEIVED
NOV 16 1971

FOR FILES

LSF-3(3)
7525

November 15, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 10
November 24, 1971 meeting

Gentlemen:

Robert L. Divine, contractor for the construction of the Eugene (Blue Star) Safety Rest Area on the Pacific Highway West in Lane County, Contract 7525, has requested that the specified completion date of June 1, 1971, be advanced to the actual completion date of August 23, 1971, without assessment of liquidated damages. The contractor cites a 60-day stop work order, which disrupted his schedule of material supply and his subcontractor's work schedules, as reason for his failure to complete the work on time.

Prior to construction of the safety rest area, the necessary permits were secured from the Lane County Building and Sanitation Department. However, after work had started, that agency withdrew approval of the plan because of drainage problems. It was necessary to redesign the project, particularly with respect to the location of the rest room. The contractor was given a 60-day stop order while redesign and negotiations were carried on.

The entire delay in completing the work was due to conditions beyond the control of the contractor. I recommend that the completion date for Unit (a) be advanced to June 24, 1971 and the completion date for Unit (b) be advanced to August 23, 1971, both without assessment of liquidated damages. This waives all liquidated damages.

This is a Federal-Aid project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

CAG:ag/TE:ja kw
cc: Floyd Query
Tom Edwards
A. E. Johnson
Gary L. Sund
Ivan Merchant
F. D. Morgan
V. E. Skoog
L. H. Young
C. T. Kessey

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7525 Contractor Robert L. Divine

Highway Pacific Highway West

Section Eugene(Blue Star) Safety Rest Area

Kind of Work Improvemtnts & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Advance completion date for Unit (a) to June 24, 1971 and completion date for Unit (b) to August 23, 1971 without assessment of liquidated damages account extensive plan changes and extra work.

Recommended for Approval:

Division Engineer

Alan V. Marchand
~~Construction Engineer or~~
Bridge Engineer

A. E. Johnson
~~[illegible]~~ State Highway Engineer

[illegible]

Contract No. 7525

Project designation State
State-Federal

Date awarded February 1, 1971

Work started February 23, 1971

Per cent completed 100%

Specified completion date
~~No. of Workdays Allowed~~ Date June 1, 1971

Actual completion date
~~No. of Workdays Used~~ August 24, 1971

No. of Added Workdays Requested 24

B-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Aug. 23, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from June 1st days to Aug 23 days, within which to complete our Contract No. 7525, without the assessment of liquidated damages. The said contract is described as follows:

Eugene (Blue Star) Safty Rest Area

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 60 days stop work order.
Above delay disrupted schedule of materials for job.
also disrupted sub-contractor's schedule for their materials. - 24 days.

Respectfully submitted,

Robert Divine
Contractor
Robert L. Divine

By ....

CONSENT OF SURETY

Date September 8, 1971

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard N Mahle
Attorney-in-fact
Richard N. Mahle

(SEAL)

NO LONGER REQUIRED.
Resident Agent

RECEIVED
SEP 29 1971
BRIDGE DIVISION

5 sets
Envelope 8/30

RECEIVED
NOV 12 1971
FOR FILING

LSF-3(3)

7525 G K Horner

Form FHWA 121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 2, 1971

In reply refer to: 08-35-DB

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson

#7525

SUBJECT: Eugene (Blue Star) Safety
Rest Area
FAP No. LSF-3(3)

Your letter of October 19, 1971, explains in detail the problem that developed following the award of the contract and the subsequent shutdown of the work by the Lane County Building and Sanitation Department.

As the contract time was exceeded due to the revision of the work, the delay is considered to be beyond the control of the contractor thus we concur in your recommendation in extending the completion dates as you have listed.

cp Merchant
Young
Morgan
11-9-71

NOTED
A. E. JOHNSON

RECEIVED
NOV 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 20 1971
FOR FILING

LSF-3(3.)
7525

October 19, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Eugene (Blue Star) Safety
Rest Area, Contract No. 7527 7525
FAP No. LSF-3(3)

Contract specifications provide for Unit (a), installation of drain lines across the existing roadway and across the proposed parking area and the construction of concrete curbs to be completed prior to May 15, 1971; and Unit (b), all work on the contract to be completed in its entirety before June 1, 1971. It further provides for liquidated damage assessments of $30 per day for noncompletion of Unit (a) and $75 per day for noncompletion of Unit (b), with no assessment greater than $75 per day.

Unit (a) was completed June 24, 1971, an excess of 40 days and Unit (b) was completed August 23, 1971, an excess of 83 days.

The project plans required certain State force work, grading, etc., to prepare the site for the contract work. State forces completed their work on March 1 and the contractor started his work immediately. On March 5, 1971, the Lane County Building and Sanitation Department's inspector posted a stop work order on the project, demanding extensive plan changes which affected previous State force grading, location of the drain field, building, etc. The Lane County Building and Sanitation Department had, previous to this action, approved the project plans. On March 25, 1971, Lane County approved revised plans for the project and State forces started work regrading the project site to the revised plans. The changes in plans affected both units of the contract work. It took a total of 60 days from the date of the stop work order to bring the site to a stage where the contractor could resume normal construction operations.

The shut down order and resultant 60-day delay caused the contractor considerable problems in rescheduling his subcontractors and their work on the project. A total of nine subcontractors and one secondary subcontractor were involved. In addition, the delay moved the job into the heavy summer construction season which amplified the rescheduling problems.

In addition to the above, a total of ten price agreements in the aggregate amount of $7,111.96 were written on the contract. Two of them, Nos. 3 and 4, compensated the contractor for work completed prior to the plan change which had to be abandoned and done over, and the remaining eight were for miscellaneous plan changes that required an indeterminate amount of additional time to complete.

The entire delay in completing the work was due to conditions beyond the control of the contractor. With your concurrence, I propose to recommend to the Highway Commission that the completion date for Unit (a) be advanced to June 24, 1971, and the completion date for Unit (b) be advanced to August 23, 1971, both without assessment of liquidated damages. This waives all liquidated damages.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant
F. D. Morgan

CAG:ag me

RECEIVED
NOV 2 - 1971

FOR FILING
LSE-3(3)

7525

November 2, 1971

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On October 29, 1971, we wrote to you concerning release of final payment on Contract No. 7525 awarded to Robert L. Divine for work in Eugene (Blue Star) Safety Rest Area on the Pacific Highway West in Lane County.

Final payment on this contract is $1,531.64 and the total contract amount is $47,648.92. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Mr. Robert L. Divine
114 N. W. 79th Street
Vancouver, Washington 98665

Frank Morgan
Ivan Merchant
V. E. Skoog
  Attn: John Herr
C. T. Keasey

RECEIVED
OCT 29 1971
FOR FILING

LSF-3(3)
7525

October 28, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed August 23, 1971 on contract No. 7525. The contract was with Robert L. Divine and was for improvement and illumination on the Eugene (Blue Star) Safety Rest Area Section of the Pacific West Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 22, 1971, and that you concur in this procedure at the Commission meeting on November 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:dg

cc Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
C. T. Keasey

LSF-3(3)

Report No. 31 - Final

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Eugene (Blue Star) Safety Rest Area
WEEK ENDING: September 25, 1971
SECTION PREFIX: 20-0903
HIGHWAY: Pacific Highway West
COUNTY: Lane
NAME OF JOB: Eugene (Blue Star) Safety Rest Area
KIND OF WORK: Improvement and Illumination
CONTRACTOR: Robert L. Divine
CONTRACT NUMBER: 7525
FEDERAL AID PROJECT NUMBER: LSF - 3(3)
DATE OF CONTRACT: February 1, 1971
DATE WORK STARTED: February 23, 1971
ESTIMATED COMPLETION DATE: August 1, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: a) 7-15-71 b) 8-1-71
PERCENT OF TIME ELAPSED: a) Complete b) Complete
PROJECT AUTHORIZATION: $69,966.13
EXCLUSIVE OF ENGINEERING: $63,079.96
ENGINEERING AUTHORIZATION: $6,886.17
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $61,540.81 ~~63,079.96~~
This Week
ENGINEERING COST TO DATE: $8,397.76
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
DATE PROJECT WAS COMPLETED: August 23, 1971
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.44 %
PERCENT OF AUTHORIZATION: 122.0 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				RECEIVED
TUESDAY				SEP 2[illegible] 1971
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Working On Semi-final all week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final to be delivered to Region Office Tuesday, September 28, 1971.

SIGNED Ellis H Jones LOCATION Eugene
Ellis H. Jones, Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
SEP 1 - 1971

FOR FILING
LSF-3(3)
7525

August 30, 1971

Mr. D. B. Patton, Director
Plumbing Section, Division of Sanitation
Oregon State Board of Health
Post Office Box 231
Portland, OR 97207

Dear Sir:

Re: Plumbing Inspection
Blue Star Safety Rest Area
LSF-3(3)

In accordance with your directive of May 13, the following action has been taken in connection with the plumbing on the subject project:

1. The galvanized pipe for the drinking fountains has been removed and replaced with cast iron no-hub pipe and fittings.

2. The assembling of the drinking fountain drain parts was performed by Bayton Plumbing Company, Registered plumbers.

3. Deficiencies in or near the rest room area--

a. The height of the vent serving the service sink was raised to comply with State plumbing code on August 13, 1971.

b. The height of the hubless cleanout above the concrete floor in the storeroom has not been changed. However, this matter was discussed with Mr. Harvey Day from the Lane County Plumbing and Sanitation Department and on August 19 he informed us that as long as the cleanout is back out of the way, there is no need for correction. This cleanout is behind a service sink and is not in a traffic area.

c. On July 22, Dayton Plumbing Company installed copper pipe to a point eleven feet outside of the building.

4. The 2-inch galvanized pipe conveying overload waters from the drainage area serving the waste water from the drinking fountain and waste receptacles were capped on May 27, 1971.

We trust that the above-listed corrections will satisfy your requirements on this project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan

ZAP:fr ms

FORM E-33

Routing
Morgan
Becker
Bond
Pease
Glenn
Litchfield

RECEIVED
AUG 23 1971
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
Aug. 20, 1971

SUBJECT: Plumbing deficiencies, corrections
Blue Star Safety Rest Area

To: John Bond, Const. Adm. Engr.
Highway Building
Salem, Oregon 97310

Dear Mr. Bond:

With reference to Reg.3 letter dated May 13, 1971 the following corrections or adjustments have been completed:

1) At the time of these inspections Mr. Divine was installing galvanized pipe for the drinking fountains. After being informed that this pipe did not meet the state plumbing code it was removed and and replaced with cast iron no-hub pipe and fittings.

2) The assembling of drinking fountain drain parts was performed by Dayton Plumbing.

3) The following deficiencies in or near the restroom area have been corrected:

    a) The height of the vent serving the service sink was raised to comply with state plumbing code on 8-13-71.

    b) The height of the hubless cleanout above the concrete floor in the storeroom has not been changed. However this matter was discussed with Mr. Harvey Day from Lane County Plumbing and Sanitation Department. He informed us on August 19, 1971 as long as the cleanout is back out of the way there is no need for correction. This Cleanout sits behind a service sink and is not in a traffic area.

    c) At the time of the inspection there was between 5' & 6' of 1½" copper pipe outside of the building. On July 22, 1971 Dayton Plumbing installed copper pipe to a point 11' outside the building.

4) The 2" galvanized pipe conveying overload waters from the drainage area serving the waste water from the drinking fountain and waste water receptacles were capped on May 27, 1971.

Ellis H. Jones

Ellis H. Jones, Res. Br. Engr.

cc: C. Anderson
File

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1971

SUBJECT: Assignment 367-AEJ
Blue Star Safety Rest Area
Contract No. 7525

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

The subject assignment was referred to the Regional office for investigation and report. This project is under the supervision of Ellis Jones, Resident Bridge Engineer, who has been working on the problems listed in the letter from the Board of Health. The following information was received by phone from Chet Anderson, Region 3 Office Engineer, this date:

The only thing left is the plumbing problem. The plumber has been stopped from getting onto the project by the current strike. Mr. Jones will write a report on the corrective actions taken so far sometime next week.

When we receive a final report, we will complete the assignment.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw

RECEIVED
JUL 1 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

REFERRED TO
admin
BY SECRETARY

**OREGON STATE
BOARD OF HEALTH**

STATE OFFICE BUILDING • P.O. BOX 231 • PORTLAND, OREGON • 97207

TOM McCALL
GOVERNOR

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Lebanon

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Astoria

FREDERICK H. TORP
Portland

EDWARD PRESS, M.D.
Portland
Secretary and
State Health Officer

May 13, 1971

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Gentlemen:

Re: Plumbing Inspection - Blue Star Safety Rest Area LSF-3(3)

Inspection made May 6, 1971, by Mr. Harold V. Barney, Deputy State Plumbing Inspector, accompanied by Mr. Harvey Day, Lane County Plumbing Inspector, of the plumbing in the named subject showed the following corrections needed to comply with ORS Chapter 333, Section 44-002 through 44-398:

1. All waste, drain, and solid pipes buried below ground or cast in concrete or other corrosive materials shall be of the approved cast-iron pipe and fittings joined with the approved connecting couplings or material.

2. ORS 447.040 REGISTRATION MANDATORY. No person shall engage in or follow the business or occupation of, or advertise or hold himself out as or act temporarily or otherwise as registered to conduct a plumbing business .... and no member or employe of a firm, partnership, or corporation shall engage in the layout or superintending of plumbing installations .... without having secured the certificate of registration required by ORS 447.010 to 447.140.

Mr. R. L. Devine, contractor, has been asked to hire a Journeyman Plumber working for a registered plumbing contractor to install the three (3) drinking fountains and the water service piping serving the drinking fountains. He has been asked to register as a Plumbing Contractor employing a licensed Journeyman Plumber from Oregon.

3. Dayton Plumbing, Salem, Oregon, has been informed of the corrections needed within the restroom area

a Johnson
7/15 [illegible]

to comply to the requirements of OAR Chapter 333, Sections 44-002 through 44-398, namely:

a. Height of vent serving service sink in storeroom.

b. Height of hubless cleanout above the concrete floor in the storeroom.

c. Need for ten (10) feet of pipe other than plastic for the water service from the building to the point of connection to the approved plastic water main now installed.

4. Mr. Harold Merryman, District Engineer, Environmental Quality Control has been told of the possible pollution of the small body of water contained on the state property by the overflow pipe of two-inch galvanized pipe conveying overload waters from the drainage area serving the waste water from the drinking fountain and waste water receptacles at the base of the drinking fountains.

Very truly yours,

D B Patton

D. B. PATTON, DIRECTOR
Plumbing Section
Division of Sanitation

DBP/HVB/ce

cc: Mr. Harvey Day, Plumbing Inspector
Lane County Health Department

Dayton Plumbing Company
Salem, Oregon

Mr. R. L. Devine
114 N. W. 79th
Vancouver, Washington 98665

Mr. Harold V. Barney
Deputy State Plumbing Inspector
Salem, Oregon 97301

Mr. Harold Merryman
District Engineer
Department of Environmental Quality
Eugene, Oregon

RECEIVED
MAY 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 19
OREGON
STATE HIGHWAY COMMISSION

STATE COPY

RECEIVED
SEP 10 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

LSF-3(3)
[illegible]

August 26, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7525
Prefix 20-0903
FAP LSF-3(3)

Dear Sir:

All work under Contract No. 7525, Eugene (Blue Star) Safety Rest Area Section of the Pacific West Highway in Lane County, was completed on August 23, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

[illegible] 9-7-71

Very truly yours,

R. L. Porter
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

Federal Highway Administration
Oregon Division Office Endorsement

Date August 30, 1971

NOTED
TOM EDWARDS

Conditions noted on above date:

Project completed and final inspection made 8-27-71.

R. E. Simpson
Division Engineer

RECEIVED
SEP 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

VG:fw
cc R. L. Porter
F. D. Morgan

Form E-123

7525

STATE COPY

Monthly transaction number 5-707-

Project report number 8

Modification number 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-2)

5-25-72

State Oregon

County Lane

Project number LSF 3 (3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 11, 19 71, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 62,020.00	$ 66,452.71
Federal funds	$ 62,020.00	$ 66,452.71
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25th day of May, 19 72.

Oregon State Highway Division
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By W Backlund
(Division Engineer)
for R. E. Simpson

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

STATE COPY

Monthly transaction number
6-54

Project report number
6

Modification number
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-14-71

[illegible]te
[illegible]egon

County
Lane

Project number
LSP-3(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **February 11**, 19**71**, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 49,173	$ 62,020
Federal funds	$ 49,173	$ 62,020
Other revisions		

This modification is made for the following reasons:

Increase in cost by changes in design required by Lane County Health Department.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **14th** day of **June**, 19 **71**.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

For R. E. Simpson

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Federal-Aid
Project No. LSF-3(3)

Oregon State Highway Division

BLUE STAR SAFETY REST AREA

PACIFIC HIGHWAY IN LANE COUNTY

Salem, Oregon, May 12, 1971

Revised Project Agreement Estimate.

Type Code Y021
Rest Area (M.P. 114.87)

6-foot Chain Link Fence with Pickets	600 lin.ft.	3.74	$ 2,244.00
Concrete Walks	600 sq.yd.	2.10	1,260.00
2" x 4" Redwood Header Boards	380 lin.ft.	0.45	171.00
Concrete Curbs	20 cu.yd.	39.00	780.00
Electrical Supply System	All Required		880.00
Area Illumination	All Required		2,750.00
PA 5 Concrete Walks	10 sq.yd.	2.10	21.00
PA 5 Reinforced Concrete Walks	220 sq.yd.	8.00	1,760.00
PA 5 Delete 2" x 4" Redwood Header Boards	380 lin.ft.	0.45	(171.00)
PA 5 2" x 4" Redwood Header Boards	435 lin.ft.	0.35	152.25
PA 5 Concrete Curbs	6 cu.yd.	39.00	234.00
			$10,081.25

Type Code Y022
Comfort and Convenience Facilities

Drinking Fountains	3 only	162.00	$ 486.00
1-inch Galvanized Steel Water Pipe	500 lin.ft.	1.52	760.00
2-inch Galvanized Steel Drain Pipe	450 lin.ft.	2.00	900.00
Litter Receptacles	7 only	50.30	352.10
Drilling 8-inch Well (0-40 ft.)	40 only	9.90	396.00
Drilling 8-inch Well (40-100 ft.)	20 only	11.00	220.00
Furnishing and Installing 8-inch Well Casing	50 lin.ft.	5.80	290.00
Development Work	7 hr.	15.95	111.65
Polyphosphate Treatment	1 only	27.50	27.50
Performance Test	7 hr.	14.85	103.95
Standby Time	5 hr.	8.25	41.25
Well Housing	1 only	375.00	375.00
Submersible Pumping Installation	All Required		1,374.00

Pumping Line	360 lin.ft.	0.48	$ 172.80
Chlorination Installation, Complete	All Required		1,910.00
4-inch Concrete Sanitary Sewer Pipe	44 lin.ft.	3.41	150.04
4-inch Cast Iron Sanitary Sewer Pipe	12 lin.ft.	4.07	48.84
10,000-Gallon Septic Tank	1 only	2,786.00	2,786.00
7,750 Sq.Ft. Seepage Bed	1 only	3,262.00	3,262.00
Type 8 Toilet Building	1 only	20,557.00	20,557.00
Extra Concrete	2 cu.yd.	25.00	50.00
PA 1 Furnish and Install Well Screen	All Required		403.25
PA 2 Extend Ditch for Direct Burial Cable	Lump Sum		138.00
PA 3 Work Performed Prior to Project Revisions	Lump Sum		1,222.72
PA 4 Deleted Portion of Abandoned 7750 sq.ft. Seepage Bed	Lump Sum		(262.00)
PA 4 6650 sq.ft. Seepage Bed	Lump Sum		3,262.00
PA 6 Delete Item 5 Drinking Fountains	3 only	162.00	(486.00)
PA 6 Drinking Fountains with Sanitary Traps	3 only	192.00	576.00
PA 6 Decrease 1-inch Galvanized Steel Water Pipe	70 lin.ft.	1.52	(106.40)
PA 7 Decrease in Pumping Line	240 lin.ft.	0.48	(115.20)
PA 7 Increase in 4-inch Concrete Sanitary Sewer Pipe	66 lin.ft.	3.41	225.06
PA 7 Increase in 4-inch Cast Iron Sanitary Sewer Pipe	4 lin.ft.	4.07	16.28
SFO 1 Supplement Furnish and Place Gravel Fill Material Under Parking Area and Toilet Building	All Required		4,302.54
			$43,550.38
Flagging (60% of Contractor's Cost)	All Required		$ 100.00
Temporary Erosion Control	All Required		200.00
			$ 300.00
	Subtotal		$53,931.63
	Engr. & Cont.		8,088.37
	Total		$62,020.00

Length of Project - - - 0.00 Mile

Federal Funds - $62,020.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7525

Prefix: 20-0903

STATE COPY

Form Approved; Budget Bureau No. 04-R280?

MONTHLY TRANSACTION NO. 3-18	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 2-11-71	STATE Oregon
		COUNTY Lane
PROJECT REPORT NO. 4		PROJECT NO. LSP-3(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Blue Star Safety Rest Area

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	12-21-70	- -
OTHER *(Specify)*		

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 49,173.00	$ 49,173.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G. L. Green
(Division Engineer)

For: R. K. Simpson

Date executed by Division Engineer February 11, 1971

Federal-Aid
Project No. LSF-3(3)

Oregon State Highway Division

BLUE STAR SAFETY REST AREA

PACIFIC HIGHWAY IN LANE COUNTY

Salem, Oregon, February 8, 1971

Project Agreement Estimate.

Type Code Y021
Rest Area (M.P. 114.87)

6-foot Chain Link Fence with Pickets	600 lin.ft.	3.74	$ 2,244.00
Concrete Walks	600 sq.yd.	2.10	1,260.00
2" x 4" Redwood Header Boards	380 lin.ft.	0.45	171.00
Concrete Curbs	20 cu.yd.	39.00	780.00
Electrical Supply System	All Required		880.00
Area Illumination	All Required		2,750.00
			$ 8,085.00

Type Code Y022
Comfort and Convenience Facilities

Drinking Fountains	3 only	162.00	$ 486.00
1-inch Galvanized Steel Water Pipe	500 lin.ft.	1.52	760.00
2-inch Galvanized Steel Drain Pipe	450 lin.ft.	2.00	900.00
Litter Receptacles	7 only	50.30	352.10
Drilling 8-inch Well (0-40 ft.)	40 only	9.90	396.00
Drilling 8-inch Well (40-100 ft.)	20 only	11.00	220.00
Furnishing and Installing 8-inch Well Casing	50 lin.ft.	5.80	290.00
Development Work	7 hr.	15.95	111.65
Polyphosphate Treatment	1 only	27.50	27.50
Performance Test	7 hr.	14.85	103.95
Standby Time	5 hr.	8.25	41.25
Well Housing	1 only	375.00	375.00
Submersible Pumping Installation	All Required		1,374.00
Pumping Line	360 lin.ft.	0.48	172.80
Chlorination Installation, Complete	All Required		1,910.00
4-inch Concrete Sanitary Sewer Pipe	44 lin.ft.	3.41	150.04
4-inch Cast Iron Sanitary Sewer Pipe	12 lin.ft.	4.07	48.84
10,000-Gallon Septic Tank	1 only	2,786.00	2,786.00
7,750 Sq.Ft. Seepage Bed	1 only	3,262.00	3,262.00
Type 8 Toilet Building	1 only	20,557.00	20,557.00
Extra Concrete	2 cu.yd.	25.00	50.00
			$34,374.13
			$42,459.13

Flagging (60% of Contractor's Cost)	All Required	$ 100.00
Temporary Erosion Control	All Required	200.00
		$ 300.00
	Subtotal	$42,759.13
	Engr. & Cont.	6,413.87
	Total	$49,173.00

Length of Project - - 0.00 mile

Federal Funds- $49,173.00

State Funds for Const.: Chap. 175, Laws 1917, Chap 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%
Contract No. 7525
Prefix: 20-0903

RECEIVED
JUN 4 1971
FOR FILING

LSF-3(3)
7525

June 3, 1971

Oregon State Highway Commission

Gentlemen:

An overrun in the project authorization for the Eugene (Blue Star) Safety Rest Area on the Pacific Highway West in Lane County, Contract 7525, is apparent. The contractor for this project is Robert L. Divine. The original authorization was $49,010.72 and it now appears that the final cost will be $69,966.13, an increase of 42.8 percent.

The Lane County Building and Sanitation Division withdrew their approval of the septic tank and drainfield plan for this project after the construction had begun. They required the seepage bed for the rest room building be moved to higher ground. This necessitated the relocation of the building, parking areas, and changes in the electrical supply system. The project authorization was overrun in making the above changes.

This matter will be on the agenda for your consideration at the June 22 meeting and I recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
Ivan D. Merchant
F. D. Morgan
V. E. Skoog
L. H. Young
C. T. Keasey

RJW:dh sr

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 24, 1971

SUBJECT: Expected Overrun of Project
Authorization
Eugene (Blue Star Safety Rest Area)
Pacific Highway West
Contract No. 7528
Lane County

To: Mr. I. D. Merchant
Bridge Engineer
SALEM

Attention Bob Wright

Enclosed herewith is an Expected Overrun of Project Authorization on the subject project. The net increase to the project is $20,955. This increase was brought about by the fact that the Lane County Health Department withdrew their initial approval of this project after the project was under construction. This involved moving the building site after it had been started and relocating the drainfield after it was nearly completed.

Since this change was forced upon us by the Lane County Health Department, there was no way of avoiding this additional expenditure.

Your approval is recommended.

John Quiner

JOHN QUINER II
Region Construction Engineer

JQII/cw
Enc.

Form A-1[illegible]—3M

STATE COPY P (#3961.38)
G-IN (3[illegible].34)

APPROVED EFFECTIVE DATE 4-1-71
Contingent upon modification of project agreement if additional funds are required
BY GK Hossner
TITLE Dist. Engineer
DATE 5-19-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1 - (Supp)

Project Name Eugene (Blue Star) Safety Rest Area ✓ Date April 27, 1971 ✓

Highway Pacific West ✓ Contract No. 7525 ✓ F. A. Project No. LSF-3(3)

County Lane ✓ Prefix 20-0903 ✓ Account No. 239 - 01 ✓

Description of Work To Be Done: Furnish and place gravel fill material under parking area, toilet building, also place dirt over gravel in exposed areas.

Location by Station Numbers: 286 + 00 to 288 + 40 Rt.

Estimate of Quantities and Costs: (Based on actual costs)

Materials					
1500 C.Y. (Dirt)	@	$0.25 ✓	=	$	375.00 ✓
300 C.Y. (Pit Run Gravel)	@	.65 ✓	=		195.00 ✓
Hauling and Placing					
300 C.Y.	@	1.79 ✓	=	$	537.00 ✓
1500 C.Y.	@	1.79 ✓	=		2,685.00 ✓
24 hrs. Blade Time	@	7.05	=		169.20 ✓
Overrun SFO #1					341.34
			Total	$	4,302.54 ✓

Explanation: It has been required by the Lane County Health Dep't that the drain field be moved westerly to a more suitable area which caused the toilet building and the parking areas to be relocated.

Work has been started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 49,010.72 ✓
Present estimate of project cost, including $4,302.54 ✓ for work under this order	$ 65,466.58 ✓
Expected ~~under-run~~ over-run (amount)	$ 16,455.86
Expected ~~under-run~~ over-run (per cent)	33.58

Space to right of this line is for use of Salem Office

Submitted by: Ellis [illegible] H.EM
Resident Engineer

Approval Recommended: Walter J. [illegible]
~~Construction Engineer or~~ Bridge Engineer
Adm.

Approval Recommended: [illegible]
Asst. Const. Division Engineer

Approved: [illegible]
~~Assistant Highway Engineer or~~ ~~Assistant State Highway Engineer~~
Construction

Form E-312 (Rev. 10-60)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Eugene (Blue Star) Safety Rest Area

Date May 14, 1971

Highway Pacific Highway West

Contract No. 7525

County Lane

Kind of Work Improvement & Illumination

Contractor Robert L. Divine

	Authorized	Estimated	
Contract Amount	42,459.13	44,703.12	(Includes P. A. No.s 2, 5, 6 & 7)
Anticipated Items	345.00	603.25	(Includes P. A. No. 1)
Contingency (4½%)	1,926.18	177,773.59	(Includes P. A. No.s 3 & 4 & SFO's #1 & 1-Sup.)
Engineering	4,280.14	6,886.17	
Credits			
PROJECT COST	49,010.72	69,966.13	

APPROVED BY STATE HIGHWAY COMMISSION
DATE 6-22-71

NET INCREASE $ 20,955.41

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
(U) P. A. No, 3 Work preformed prior to project revisions - General		
(U) P. A. No. 4 Work preformed prior to project revisions - Seepage bed	1,222.72	+ 1,222.72
(U) P. A. No. 5 Increase bid items 2 & 4. New item No. 2A and change spec's bid item no. 3	3,000.00	+ 3,000.00
(U) S F O No. 1 Raise drainfield, toilet building site and parking area	1,996.25	+ 1,996.25
(U) S F O No. 1 (Supp.) Move drainfield site, toilet building site, and parking area	7,209.54	+ 7,209.54
	4,302.54	+ 4,302.54

Principal reasons for overruns (Continue on reverse side): Lane County Health Dept. objected to the planned location of the seepage bed after construction had begun. They demanded it be const. at another location (ie."natural" high ground). This entailed relocating the toilet building site & parking areas, as well as changes in the elec. supply line and other items.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Ellis H. Jones
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by
REG. CONSTR. ENG. Engineer

Noted by
Deputy or State Highway Engineer

RECEIVED
MAR 15 1971
FOR FILING
[illegible]
[illegible]

SP*52903-734

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 10, 1971

SUBJECT: Eugene (Blue Star) Safety Rest Area
Contract No. 7525

To: MEMO TO THE FILES

A short meeting was held in my office this morning with the following people present in addition to the undersigned: John Quiner II; Roy Olson and Duane Christianson from Bridge.

The purpose of this was to review the State's position with respect to a problem that has developed concerning the sewage disposal system which is a part of this contract. This is a septic tank and drain field, plans for which were approved in writing by a Lane County Sanitarian (Mr. Robini) in March of 1970.

This same Sanitarian now objects to the plan after some work has already been done by the contractor and this objection has reached a stage where the Sanitarian formally shut the work down a day or two ago. A meeting was held at the job site yesterday and the way it now stands, the contractor has been given a formal shutdown order.

Mr. Robini is to submit, in writing, his current position on this. Hopefully, this will include a commitment on some alternate location for the septic drain field. This will probably also require a shift in the building location. If some such compromise location plan acceptable to the Sanitarian is forthcoming, it will undoubtedly involve several thousand dollars additional cost to the contract to relocate or abandon work already under way. We seem to be faced with the following alternatives:

1. Conform to a new plan if the Sanitarian will commit himself to one. This will require additional funding for the contract which will have to be approved by higher authority.

2. Cancel the contract. Negotiate an agreement with the contractor to accomplish this and seek Federal Highway Administration concurrence.

NOTED
TOM EDWARDS

3. Seek some means of a review of the merits of the contract plan with different Lane County authorities.

If Lane County would just abide by the approval they once gave, neither of the above expensive alternatives is necessary.

John A. Bond
Construction Administration Engineer

JAB:fw

cc: Tom Edwards
A. E. Johnson
I. D. Merchant
Roy Olson
C. T. Keasey

RECEIVED
MAR 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 - 1971
FOR FILING

yellow

E

15F-3(3)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING ○ SALEM, OREGON ○ 97310 ○ Phone 364-2171

February 18, 1971

Mr. Robert L. Divine
114 N. W. 79 Street
Vancouver, Washington 98665

Dear Mr. Divine:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7525 for work in the Eugene (Blue Star) Safety Rest Area of the Pacific Highway West in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc General Insurance Co. of America
Portland Service Office
520 S. W. 6th Avenue
Portland, Oregon 97204

bc	F. D. Morgan	C. T. Keasey
	I. D. Merchant	Roy Olson
	Ellis Jones	David Talbot

RECEIVED
FEB 8 - 1971
FOR FILING

LSF-3(3)
1626

February 3, 1971

Mr. R. L. Divine
114 N. W. 79th Street
Vancouver, Washington 98665

Dear Mr. Divine:

The State Highway Commission on February 1, 1971, awarded to you State Highway Contract No. 7[illegible] in the amount of $62,459.13 for the Eugene (Blue Star) Safety Rest Area on the Pacific Highway East in Lane County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc Frank Morgan
I. D. Marchant
Roy Olson
G. T. Kenney
Ellis Jones
Wm. Geibel (SAIF)

RECEIVED
JAN 25 1971

FOR FILING
LSF-3(3)
7525

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1971

SUBJECT: Consildation of Bid Items -
Letter from L. H. Young to
Tom Edwards dated 12/30/70
Your Assignment No. 3874

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

3874

I have reviewed Bob Ellison's suggested consolidation of bid items for projects such as the Blue Star Safety Rest Area and have discussed the matter with Frank Hall and Roy Olson.

In general, we would agree that the suggested consolidation of bid items is possible and probably desirable. In many cases the suggested consolidation is predicated on more information (details, demensions, etc.) being shown on the project plans and, conceivably, this could be carried further on a project such as the Blue Star Safety Rest Area; with the exception of the well construction, it would be possible to reduce the number of bid items to one lump sum item for the whole project; however, it must be noted that the flexibility for changes under construction is, in general, in direct proportion to the amount of consolidation of bid items.

Specifications and bid items for well construction are furnished to this unit by the Bridge Section. After considerable discussion with the Bridge Section on the Blue Star well, we deleted nearly half of the bid items originally submitted. Because of the many intangibles involved in well construction, this work does not readily lend itself to contracting. Consideration should be given to construction of a well prior to the time the rest of the project is contracted, or at least the drilling and pump testing of a test hole be done prior to contracting the project with developing of the test hole into a well included in the project. Roy Olson will investigate the practicality of this.

FRANK L. HALL
Design Engineer

By C. G. Swenson
C. G. SWENSON
Specifications Engineer

CGS:jg

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
December 29, 1970

Eugene (Blue Star) Safety Rest Area
Consolidation of Bid Items

Mr. L. E. Young
Program and Planning Engineer

OFFICE

I have reviewed the bid items for the subject project, as you requested, and find that some consolidation of items is possible without adversely affecting the estimated bid prices. In some instances, a little more advance planning is all that is necessary to allow such consolidation. It appears that the 27 items presently proposed can be reduced to 15 items by use of proper wording in the specifications or on the plans. The suggested consolidation is as follows:

New Items	Consolidated Items
1. 6' Chain-Link Fence with Pickets (lin.ft.)	1. 6' Chain-Link Fence with Pickets Combination with other items does not appear feasible.
2. Concrete Walks with Redwood Headers (sq.yd.)	2. Concrete Walks 3. 2" x 4" Redwood Header Boards Apparently the item for Headers was needed because the spacing of headers was to be determined in the field. Prior spacing determination with dimensions on the plans eliminates the need for the Header item.
3. Concrete Curbs (cu.yd.)	4. Concrete Curbs Combination with other items not feasible.

4. 1" Galvanized Steel Water Pipe (lin.ft.)	6. 1" Galvanized Steel Water Pipe Combination with other items not feasible.
5. 2" Galvanized Steel Drain Pipe (lin.ft.)	7. 2" Galvanized Steel Drain Pipe Combination with other items not feasible.
6. Drilling 8" Well (lin.ft.)	9. Drilling 8" Well (0' - 40') 10. Drilling 8" Well (40' - 100') A contractor is not guaranteed pay for a minimum drilling depth. Anticipated depth of well could be specified if desired. This is a combination of similar items.
7. Furnish and Install 8" Well Casing (lin.ft.)	11. Furnish and Install 8" Casing This item cannot be combined with drilling 8" well because casing length is often less than drilled length.
8. Polyphosate Treatment (ea.)	13. Polyphosate Treatment More than one treatment may be necessary, thus the need for a separate bid item.
9. Development Work and Performance Tests (per hour)	12. Development Work 14. Performance Tests This is a combination of 2 related items which will be priced at about the same per hour rate.
10. Pumping Installation (Lump Sum)	16. Well Housing 17. Submersible Pumping Installation This is a combination of lump sum items.

11. Pumping Line (lin.ft.)	18. Pumping Line Combination with other items not feasible.
12. Sewerage System (Lump Sum)	20. 4" Concrete Sanitary Sewer Pipe (lin.ft.) This is the pipe between the septic tank and the seepage bed. Dimension for same to be shown on the plans; any necessary changes to be made by price agreement. 21. 4" Cast-Iron Sanitary Sewer Pipe (lin.ft.) This is the pipe from the toilet building to the septic tank. Dimension for same to be shown on plans; any necessary changes to be made by price agreement. 22. 10,000-gallon Septic Tank (Lump Sum) All necessary information to be shown on the plans. 23. 7,750-sq.ft. Seepage Bed (Lump Sum) All necessary information to be shown on the plans.
13. Electrical System (Lump Sum)	24. Electrical Supply System (Lump Sum) 25. Area Illumination Installation (Lump Sum) This is a combination of 2 related lump sum items.
14. Type 3 Toilet Building (Lump Sum)	5. Drinking Fountains (Lump Sum) These are placed along the walk near the toilet building. 8. Litter Receptacles (Lump Sum) These are placed along the walk near the toilet building.

	19. Chlorination Installation (Lump Sum) Chlorination equipment is installed in the toilet building.
	26. Type 8 Toilet Building (Lump Sum) Specifications must be written to include all these items in the Toilet Building pay item.
15. Extra Concrete (cu.yd.)	27. Extra Concrete (cu.yd.) Combination with other items not feasible.

Stand-by Time, which is Item 15 for the proposed project, should be eliminated and paid for as Extra Work, if the contractor is actually required to stand-by. Stand-by time is defined by the specifications.

R. W. Ellison
Asst. Program and Planning Engineer

RWE:ia

FORM PR-1240
(Rev. 6-68)

U. S. DEPARTMEN
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
LSF-3(3)

STATE PROJECT NO.
BLUE STAR SAFETY
REST AREA

FROM: DEC 23 1970
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
L-49

COUNTY NAME
LANE

PROGRAM STAGE (Check)
☐ 1 ☒ 2

TO:
LSF-3(3)
7525

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young w/enc,
12-23-70

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE DECEMBER 21, 1970	FEDERAL ROUTE NUMBER FEDERAL AID PRIMARY ROUTE #3 STATE ROUTE NUMBER STATE ROUTE 1W

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $100.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) CONTRACTOR'S FLAGGING $100.00
TEMPORARY EROSION CONTROL $200.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S DECEMBER 18, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
DEC 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

DATE 12-21-70	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

12-21-70

TRANSACTION NUMBER 12-62

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	OREGON
DATE	12-21-70
BY (Signature)	Mr. Young's December 14, 1970
TITLE	Program & Planning Engineer

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 319(B) Landscaping Funds

STAGE 1* TEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 49 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					LOCATION	WORK
49	LSF-3(3)	0.0	68,800	68,800	Blue Star Safety Rest Area	Rest Area Development

Young
12-23-70

RECEIVED
DEC 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

DEC 28 1970
LSF-3(3)
7525

NOTED
TOM EDWARDS

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-21-70	R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 9.27-954

RECEIVED
DEC 15 1970
FOR FILING

LSF-3(3)
7535

December 14, 1970

Mr. R. E. [illegible]
Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting, in accordance with IM 21-11-65, program and P.S. & E. documents for the following landscape and scenic enhancement project for your simultaneous approval.

Blue Star Safety Rest Area, Oregon Project No. LSF-3(3)

1. PR-1 Form
2. Project estimate, plans and specifications.

We intend to receive bids for this project at our January 28, 1971, bid opening. Necessary status reports and certifications will be included in our normal letter requesting authorization to advertise.

Very truly yours,

R. L. Porter
State Highway Engineer

By RNC

for L. E. Young
Program and Planning Engineer

Encls.
DAR:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

December 14, 1970

FEDERAL-AID PROG

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) U.S. 99 5 mi. South of Junction City 21 65	ADT	PRESENT 6,000	FUTURE 11,400 (66) (70)	YEAR 90 (71) (72)	

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Rest Area Improvement 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	

CARD 4	CLASS OF FEDERAL FUNDS Landscape and Scenic Enhancement	COUNTY NAME Lane	
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL-AID 3

ESTIMATED PROJECT COST B

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		US 99 5 mi. South of Junction City			
5					ROW		(Blue Star Safety Rest Area)			
5					CONST (CODE)			0.00	68,800	68,800

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	1			0.00	68,800	68,800
					(16) (23)	(24) (33)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(P. M 21-1)

PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
6,000	11,400 (66) (70)	90 (71) (72)	08	Oregon	35 (2) (3)	669 (4) (9)	49 (14) (18)

SSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI., DESIG.
(70)	(71)	(72) (73)	(74) (75)	LSF 14 23	3 7	(3) 13	(24) (26) 27

	COUNTY NAME	CODE	PROGRAM STAGE
	Lane	039	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	3 (32)	1W (36)	99 (37) (41)

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
(66)	(67) (76)		
68,800	68,800		
68,800 (23)	68,800 (24) (33)		

CHARACTER OF PROPOSED WORK
(Full description)

Rest area development consisting of walks, curbs, fence, sanitary facilities, disposal field, well and potable water supply and area illumination.

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

Existing Facility:

Gravel surfacing to the rest area and around the lake, two pit toilets and four picnic tables. These improvements were made in 1950 to 1955; only normal maintenance has been done since then.

Project Data:

Rest area development consisting of walks, curbs, fencing, well and well housing, water supply and chlorination building, type 8 toilet building, 4-inch sanitary sewer line, 10,000-gallon septic tank, 7,750 sq. ft. seepage bed, power supply and area illumination.

For PR-37B

On R/W-1, ROW-F, Sanitary facility-Y.
Type Code Y021 $15,200
Y022 $55,516

Public hearing not required under the provisions of paragraph 6c of PPM 20-8.

State Clearinghouse approved the project on August 7, 1970; Lane Council of Governments (District 5) approved the project on August 25, 1970, and a copy of each letter was submitted to the Federal Highway Administration on November 4, 1970.

Location/Design approval was given in the Federal Highway Administration's memorandum of November 12, 1970.

Form FHWA-12F (1-67)
UNITED STATES GOVERNMENT

DEC 7 1970

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 2, 1970

In reply refer to: 08-35-EC/112.2

LSF-3(3)

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

75025

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project LSF 3(-)
Eugene (Blue Star) Safety Rest Area
FY 1971 - Obligation Limitation

FHWA Notice dated November 16, 1970, reported a revised balance of $117,708 in Section 319(b) funds available to Region 8 states. We have been advised by our Regional office that $69,000 of these funds can be made available to Oregon for the construction of the subject project.

NOTED
F.B. KLABOE

12-7-70

REFERRED TO
Young
BY ASST. STATE HWY. ENGR

Klaboe
P/S program

RECEIVED
DEC 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 12, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project LSF 3(-)
Eugene (Blue Star) Safety Rest Area
Location/Design Approval

Klaboe

Location/design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the subject project as requested in Mr. Klaboe's November 4 letter.

11-17-70

REFERRED TO
Young
By Asst. State Hwy. Engr

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
NOV 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 5 - 1970
FOR FILING

November 4, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Location/Design Approval
Eugene (Blue Star) Safety Rest Area
Project No. LSF-3(-)
Pacific Hwy. West (US 99)
Lane County

Dear Sir:

We hereby request your approval of the location/design as described hereafter and in the enclosed study report for the proposed improvements on the subject safety rest area.

The proposed design consists of drilling a well and installation of a water supply system, sanitary facilities and providing area illumination, all within the existing right of way.

More complete design details are contained in the enclosed study report, which report consists of the following documents:

1 copy Design Section Report
1 copy Detail Map

The proposed project consists of the addition of improvements to the existing rest area which will provide for added conveniences to the traveling public and as such has no adverse effect on social, economic or environmental impact.

Public hearing is not required under the provisions of paragraph 66 of PPM 20-8.

We are enclosing a copy of the State's Clearinghouse letter of August 7, 1970, and Lane Council of Governments' (District 3) letter of August 25, 1970, which approved the project.

Mr. E. E. Simpson
November 4, 1970
Page 2

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by FPM 20-8. A copy of the request to the news media for publication is enclosed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
L. H. Young
F. L. Hall
H. S. Cox
R. N. Chase
B. L. Gifford

CPL:ia

RECEIVED
AUG 28 1970
FOR FILING

LSE-3(3)
7525

Edwards

LANE COUNCIL OF GOVERNMENTS
formerly
CENTRAL LANE PLANNING COUNCIL

1643 OAK STREET
EUGENE, OREGON 97401
PHONE 342-1757

August 25, 1970

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Klaboe

Dear Mr. Porter:

The Lane Council of Governments met on Tuesday, August 25, 1970 and considered as an agenda item the state's proposal to use federal assistance in making improvements to the Eugene (Blue Star) Safety Rest Area on U.S. 99. After due consideration of the staff report, the Council found the improvement program to be regional in significance, an integral part of the adopted interim Central Lane Regional Parks plan (Page 30, Highway Wayside Parks -- a portion of Regional Special Purpose Facilities), and that the improvements to the park would implement the park plan.

Attached hereto are copies of the staff findings relative to this project.

Very truly yours,

Larry Rice

Larry Rice
Executive Director

8-28-70

REFERRED TO
Young
By Asst. State Hwy. Engr.

408-m
Attachments
cc-David J. Pedersen
Local Government Relations Division
-Dale Allen, Eugene

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

RECEIVED
AUG 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

HD 12-70

A-95 and 204 Reviews
Improvements to Eugene (Blue Star) Safety Rest Area
Pacific Highway West (U.S. 99)

General Statement

This park is a large artificial pond surrounded by a relatively limited land area on a 25-acre tract resulting from a barrow pit created in the construction of Highway 99. It is located on the west side of Highway 99 four miles north of Eugene, approximately 4,000 feet south of Meadowview Road.

Work to be Done

The Highway Division proposes to accomplish preliminary engineering, a water supply system, toilet building with drain field, area illumination and incidental work required to create a new roadside rest area.

Financing and Scheduling

This project (classified as a Federal Aid Landscaping and Scenic Enhancement program under Title 23 U.S.C. Highways, Section 319b) is proposed for development using federal funds estimated to be $54,000.

The estimated filing date for federal funding is September, 1970. Construction is expected to start in November, 1970 with completion by November, 1971.

Findings

The project is of regional significance. This highway wayside park is shown as one of five in the recently-completed publication Central Lane Regional Parks prepared by L-COG (Central Lane Planning Council) with financial support from DHUD 701 Planning Assistance Program Number ORE. P-81. The development of this area will aid in the realization of the Regional Parks Plan.

Howard W. Buford
Director of Planning
Lane Council of Governments

8/25/70

RECEIVED
AUG 13 1970
FOR FILING

4SE-3(3)
7525

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

Edwards
Slabos

August 7, 1970

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

EUGENE (BLUE STAR) SAFETY REST AREA (LANE COUNTY)

Your Notice of Intent has been referred to the appropriate state agencies for review. All have expressed approval of the proposal.

We are pleased to add our approval.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agency should also be included.

Ed

E. G. Westerdahl, II

8-11-70

REFERRED TO
Young
By Asst. State Hwy. Engr

RECEIVED
AUG 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
JUL 15 1970

FOR FILING

LSF-3(3)
7525

July 14, 1970

Central Lane Planning Council
1642 Oak Street
Eugene, Oregon 97401

Gentlemen:

Attached for your review and comments as district clearinghouse fulfilling procedures for program evaluation, review, and coordination required by Section 204 of the demonstration cities and metropolitan development act of 1966, and Title IV of the intergovernmental cooperation act of 1968, please find a completed Notice of Intent which will provide sufficient data to permit your completion of both Section 204 and A-95 review.

Federal-Aid Landscaping
and Scenic Enhancement

Eugene (Blue Star) Safety Rest Area
Pacific Highway West
Lane County

Upon completion of review, please forward your comments to Mr. L. H. Young, Program and Planning Engineer, State Highway Division. This review and comments by you, unless otherwise stated will be accepted as final consumation of both reviews. Your cooperation in this matter will expedite the processes of federal-aid programming.

Attach.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
D. H. Moehring
R. E. Royer
H. S. Cox
B. L. Gifford
R. N. Chase
D. D. Allen
C. T. Keasey

BLG:aw

RECEIVED
JUL 15 1970
FOR FILING

LSE-5(2)
7-15-25

July 14, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notices of Intent to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 5

Federal-Aid Landscaping
and Scenic Enhancement

Eugene (Blue Star) Safety Rest Area
Pacific Highway West
Lane County

The estimated date of filing for federal-aid funds on this project is September 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Attach.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: R. E. Simpson, BPR
F. B. Klabee
D. J. Barbee
D. H. Moehring
R. E. Royer
H. S. Cox
B. L. Gifford
R. N. Chase
D. D. Allen
C. T. Keasey

BLG:aw

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Eugene (Blue Star) Safety Rest Area
Pacific Highway West
Lane County

14 July 1970

FROM: Applicant Agency State Highway Division — Salem
Address

Contact Person L. H. Young — 4563
Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes......... No X ....(if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Five (5) City --

County Lane Special District(s) (if applicable) CLPC

Other affected jurisdictions/agencies --

3. **Federal Program**

Common Program Name Federal-Aid, Landscaping and Scenic Enhancement

Authorizing Legislation Title 23 U.S.C. Highways, Section 319b
Public Law No. and Title

Fed. Admin. Dept. of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application

---

4. **Estimated Project Cost**

Federal Share
Loan......... Grant X $ 54,000

Local Applicant Share (--)
(if any) $

State Agency Share $ --

Other (Specify) $ --

Total $ 54,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

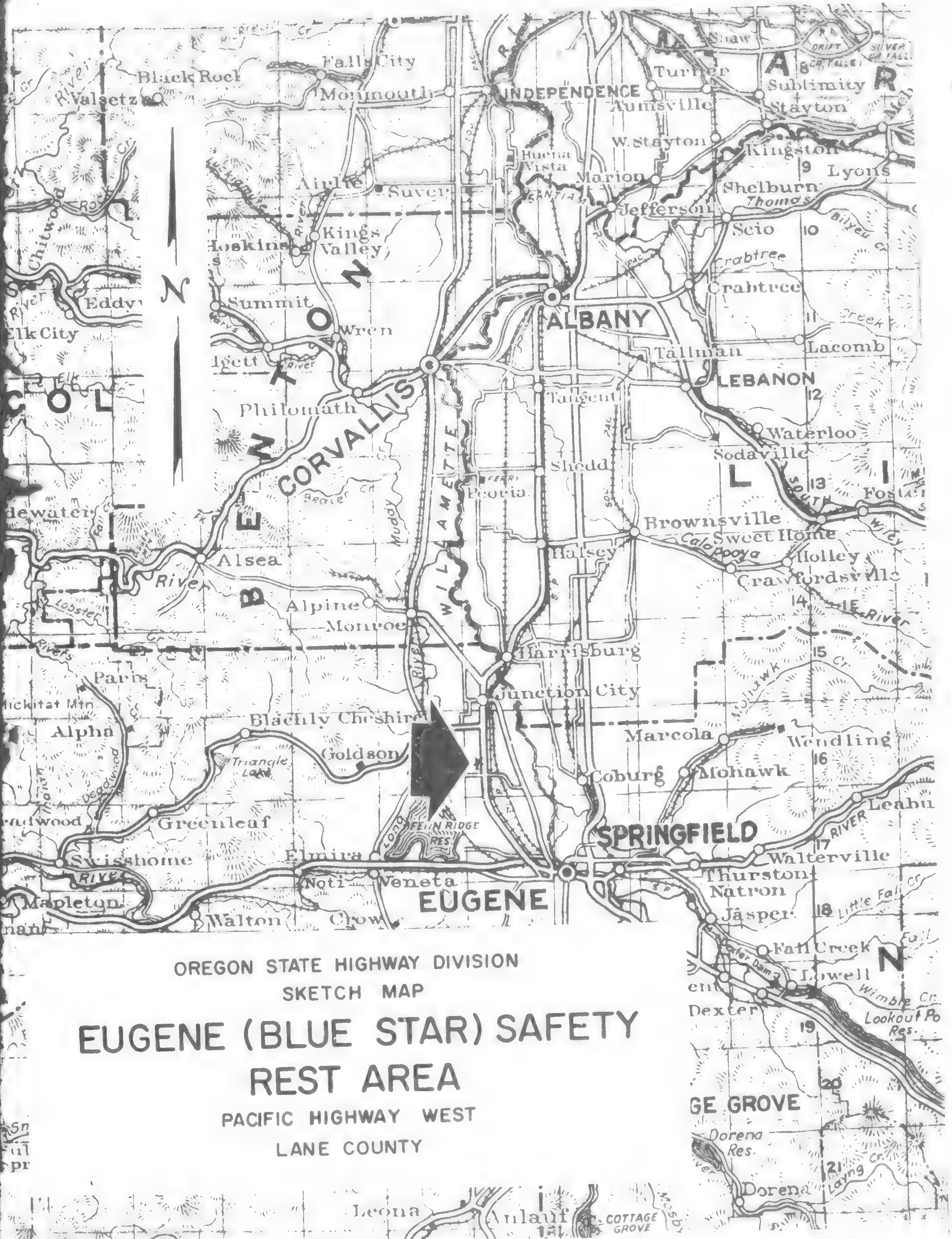
Indirect Cost Reimbursement

No X Yes .... $ .... (Approx)

Will Federal share change: No X

Yes, from ....% to ....%

When..



ORECON STATE HIGHWAY DIVISION
SKETCH MAP

EUGENE (BLUE STAR) SAFETY REST AREA

PACIFIC HIGHWAY WEST
LANE COUNTY

EIVED
N 26 1970
R FILING
F-3(3)
1525

June 25, 1970

Oregon State Highway Commission

Gentlemen:

Presented for your approval is a proposed rest area project at the Eugene (Blue Star) Safety Rest Area on the Pacific Highway West in Lane County. This improvement qualifies as a landscape and scenic enhancement project, which is financed with 100 percent Federal funds and requires no State matching money.

The estimated cost of the project is $54,000, which will cover construction of a water supply system, rest room facilities with drain field, and area illumination.

I recommend this rest area improvement and request authorization to add the estimated cost of $54,000 to our current listing of Highway Beautification Projects.

This matter will be on the agenda for your consideration at the July 7 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
L. H. Young
V. E. Skoog
Carroll Keasey

BLG:aw mc

FORM [illegible] (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

104 East Salem Highway Building
June 11, 1970

SUBJECT: Eugene (Blue Star) Safety Rest Area
Pacific West Highway
Lane County

To: Mr. D. J. Barbee
Design Engineer
State Highway Building

In reviewing the file on the subject rest area, it is noted from the correspondence that 21 years ago we were receiving complaints on there being no toilets or drinking water. The following year (1950) two pit toilets were constructed. Five years later the roadway was surfaced and four picnic tables added. Apparently no other improvements have been made since, other than normal maintenance.

An investigation was made in March 1963 as to the availability of water, and a well depth of 50 feet was recommended with an anticipated flow of 50-100 GPM.

Last fall this office was requested to make field investigations and sketch plans and estimates for updating seven rest areas including Fern Rock, Columbia, Sunset Springs, Tillamook River, Cow Canyon, South Lapine and Eugene Blue Star Memorial. The results of these investigations were as follows:

Fern Rock - Too small to alter or improve. Possible acquisition on Gales Creek, M.P. 38, desirable. No further investigation as to availability of alternate site made.

Columbia - No definite plans made as alternate site being investigated.

Sunset Springs - Present site too small for improvement and alternate site at M.P. 29 scheduled for letting July 23, 1970.

Tillamook River - Maintenance construction funds available and utilized to build toilet buildings, septic tank, drainfield, curbs, walks, surfacing and area lighting. No work done on the area to provide trailer or truck parking.

Cow Canyon - Investigation not complete.

Routing
[illegible]
2 Hall
A. Olson
Sample
Terpin
Swanson

RECEIVED
JUN 12 1970
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

South Lapine - This project held in abeyance as it appears more desirable site is available from B.L.M. Division office is investigating.

Eugene Blue Star Memorial - Some Maintenance construction funds available with which the surfacing and some minor work could be accomplished. In March 1970, we received approval from Lane County Building and Sanitation Division for construction of flush toilet building, septic tank and seepage bed drain field at the location shown on the accompanying preliminary sketch.

In a recent discussion with Assistant District Engineer George T. Thornton was advised that they are receiving many complaints on the latrines at Eugene Lakes Blue Star Memorial and from our investigations feel this project should have priority over others in this group due to the high usage of this facility. Following is a list of 1990 ADT supplied by L. E. George, Assistant Traffic Engineer.

Rest Area	Road No.	1990 ADT
Fern Rock	37	3,470
Columbia	2W	7,300
Sunset Springs	47	5,000
Tillamook River	9	5,470
Cow Canyon	4	2,070
South Lapine	4	3,200
Eugene Blue Star	1W	10,370

Because of the existing lake, this rest area gets a very heavy play from picnickers and from other recreational activities and potable water is urgently needed. Present ADT estimate of 200 (unconfirmed) by District Engineer's office was received last week.

Deep consideration should be given at this time to construction of a water supply system, toilet building and area illumination for this rest area based upon present usage and projected usage as tabulated in accompanying "Design Guide for Rest Areas".

This work can be accomplished at total cost of $54,000. (Estimate enclosed)

Roy E Olson

Roy E. Olson
Landscape Engineer

Enc: Preliminary plan
Design Guide for Rest Areas
Preliminary estimate of cost

DESIGN GUIDE FOR INTERSTATE SAFETY REST AREAS

NAME OF REST AREA Eugene (Blue Star) Safety Rest Area

HIGHWAY Pacific West M.P. ____ COUNTY Lane DATE 2/10/70

I Traffic Data

A = 20 year ADT
19 90 = 10,370 x 1.1 (Seasonal factor) = 11,407

B = Peak hour directional traffic = A 11,407 x K .135 x D 0 = 1540
Where K = Ratio of design hourly volume to ADT (0.135)
~~D = Directional distribution of design hourly volume (0.6)~~

C = Vehicles stopping peak hour = B 1540 x .05 = 77

The percentage of vehicles stopping in rest areas varies from about 5 percent to about 13 percent, depending upon location. For example,

1) Near commercial or recreational facilities, C = B x 0.05
2) Typical rural area, C = B x 0.09
3) In an isolated area, with no nearby commercial or recreational facilities, C = B x 0.13

II Parking Requirements

		ACTUAL
M = Total parking spaces = C x 0.5 =	38	28
N = Car parking spaces = M x 0.7 =	27	20
O = Truck parking spaces = M - N =	11	8

III Comfort Facilities

P = Persons/hour using facilities = C x 2.5 = 192
The factor 2.25 is derived by multiplying the average vehicle occupancy (3.0) by the ratio of persons using comfort facilities (0.75)
Q = Number of persons using men's facility = P x 0.5 = ____
R = Number of persons using women's facility = P x 0.5 = ____

The required facilities may be determined by entering the value for persons/hour into the following table:

Persons/hour using rest room during design hours (Q)	Number of facilities - men's room				
	Urinals	Toilets	Wash basins	Hand dryers: Paper towels	or Air dryers
0-105	2	2	2	2	2
105-225	3	3	4	3	4
225-315	4	4	5	4	6
315-375	5	4	5	4	7
375-435	7	4	5	5	7
435-500	9	5	7	5	8

Persons/hour using rest room during design hours (R)	Number of facilities - women's room			
	Toilets	Wash basins	Hand dryers: Paper towels	or Air dryers
0-105	4	3	2	2
105-225	6	4	3	4
225-315	8	6	4	6
315-375	10	6	4	7
375-435	12	8	5	7
435-500	14	8	5	8

TYPE "12"
(USE 8)

IV Other Facilities

S = Picnic tables (includes shelters w/tables) = M x .4 = 15
(Factor of .3 to .5 may be used where local conditions so dictate)
T = Litter receptacles = M x .3 = 11
(Factor of .2 to .4 may be used where local conditions so dictate)
U = Drinking fountains = M x .1 = 4

PRELIMINARY ESTIMATE

Eugene Blue Star Safety Rest Area

Well and well housing		
Type 8 toilet building	$ 3,000	
10,000 gallon septic tank	22,000	
Water supply and chlorinatioon building	3,500	
4-inch sanitary sewer line	3,800	
Power supply	300	
Area illumination	1,000	
	2,000	
Double 6400 sq. ft. drain field	11,400	
		$47,000
Plus ~~13~~ 14 1/2 percent		6,815
		~~$53,345~~ 53815

NOTED
E. A. MEOLA

FORM [illegible] (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

104 East Salem Highway Building
May 5, 1970

SUBJECT: Highway Beautification Program
Fiscal Year 1970 Funds

To: Mr. D. J. Barbee
Design Engineer
State Highway Building

Application has been made for the transfer of Junkyard Control funds to the Landscaping and Scenic Enhancement projects.

The balance of LS funds will be $34,639 and the amount is not enough for either the Fogarty Creek scenic strip or Cedar Hills Blvd. Interchange landscaping.

Approval is requested to drill a well, construct a Type 8 toilet building, septic tank and drain field at the Eugene Blue Star Safety Rest Area as an added project using the Beautification fund balance.

Highway Commission approval is required before the project can be programed with the Bureau of Public Roads.

Roy E Olson

Roy E. Olson
Landscape Engineer

Routing
1 Barbee
2 Hall
A. Olson
Temple
n
nson
Trout IT
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
MAY 6 1970
DESIGN
DIVISION

RECEIVED
APR 15 1970
FOR FILING

LSF-3(3)
7525

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1970

SUBJECT: Highway Beautification Program

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

Instructional Memorandum of obligation limitations for fiscal year 1970 lists Oregon as follows:

Landscaping and Scenic Enhancement	$219,269
Control of Junkyards	12,609
Obligations to date:	
Butte Creek Scenic Strip	$ 10,440
Silver Point Scenic Strip	45,710
Seal Rock Scenic Strip	51,700
Biddle Road Roadside Improvement	88,189
Fogarty Creek Scenic Strip	1,000
Cedar Hills Blvd. Roadside Improvement	200
TOTAL	$197,239

Balance LS -> $22,030

We have been unable to find a junkyard with enough room on highway right of way to do a successful screening job for the amount of funds available.

It is recommended that we make application for the transfer of junkyard control funds to the landscaping and scenic enhancement projects. This would give us a balance of $34,000. 34,639

A good place to use the $34,000 would be at Eugene Blue Star Safety Rest Area for drilling a well and construction of a toilet building and sewage system. Maintenance forces are planning to improve the roadway and parking area and construct additional picnic tables.

Attached is a proposed plan and letter of approval of sewage disposal prososal.

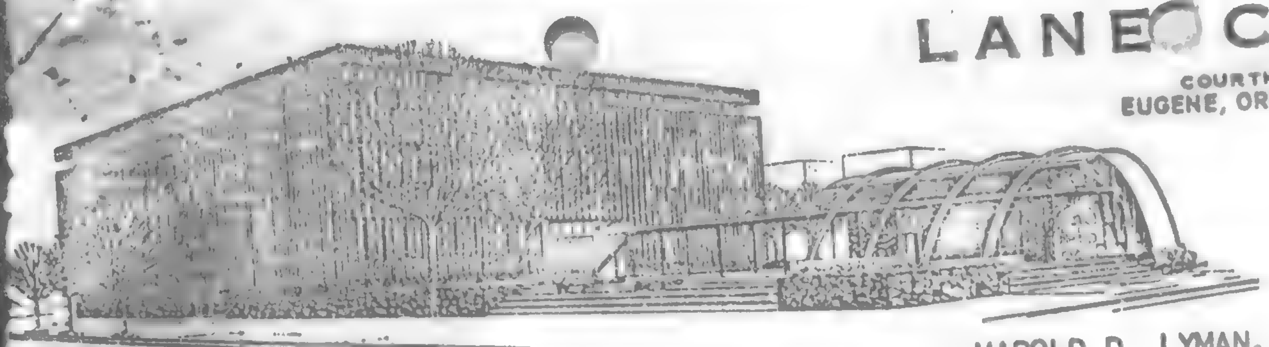
copy to [illegible] 4-15-70

RECEIVED
APR 10 1970
PROGRAM & PLANNING
DIVISION

D. J. Barbee

D. J. Barbee
Design Engineer

RECEIVED
APR [illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER



LANE COUNTY
COURTHOUSE
EUGENE, OREGON 97401

HEALTH AND SANITATION

PHONE 342-1311

HAROLD D. LYMAN, M.D., DIRECTOR

MARCH 6, 1970

ROY E. OLSON, LANDSCAPE ENGINEER
OREGON STATE HIGHWAY DEPARTMENT
HIGHWAY BUILDING
SALEM, OREGON 97310

RE: BLUE STAR SAFETY REST AREA
PACIFIC HIGHWAY WEST
LANE COUNTY

WE HAVE REVIEWED YOUR PLANS FOR THE SEWAGE DISPOSAL SYSTEM FOR THE ABOVE REST AREA AND FOUND THEM TO MEET WITH OUR APPROVAL.

PLEASE NOTE THE TWO CORRECTIONS MARKED IN RED ON THE PLANS, WHICH ARE ENCLOSED.

A PERMIT, WHICH MAY BE OBTAINED AT THIS DEPARTMENT, IS REQUIRED BEFORE WORK IS STARTED.

IF YOU HAVE ANY QUESTIONS, CONTACT THIS DEPARTMENT.

JOHN C. STONER, R.S., DIRECTOR
BUILDING AND SANITATION DIVISION

S. N. Rubini
S. N. RUBINI, R.S.

SNR:BB

NOTED
ROY OLSON

4LS

NOTED
E. A. MECLA

20-3355 Jessie M. Honeyman State Park, 1971
on Oregon Coast Hwy., S. of
#7526 Florence (Landscape improve.)

RECEIVED
DEC 21 1971
FOR FILING

20-3355
7526

December 21, 1971

United States Fidelity & Guaranty Co.
Portland Office
301 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

On December 10, 1971, we wrote to you concerning release of final payment on Contract No. 7526 awarded to All-City Landscape, Inc., for landscape improvement in Jessie M. Honeyman State Park in Lane County.

Final payment on this contract is $1,913.15 and the total contract amount is $24,449.80. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc All-City Landscape, Inc.,
29 N. E. 148th Avenue
Portland, Oregon 97230

bc Frank Morgan
Ivan Marchant
V. E. Skoog
Attn: John Herr
C. T. Kenney

RECEIVED
DEC 10 1971
FOR FILING

20-3355
7526

December 9, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed April 19, 1971, on Contract No. 7526. The contract was with All-City Landscape, Inc., and was for landscape improvement on the Jessie M. Honeyman State Park Section in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 9, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:bb

cc: Floyd Query
Tom Edwards
A. E. Johnson
C. L. Sund
F. D. Morgan
I. D. Marchant
V. E. Skoog
M. S. Cox
C. T. Kessey

20-3355
7526

FORM E-1 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jessie M. Honeyman State Park

WEEK ENDING: Nov. 20, 1971

SECTION PREFIX: 20-3355

HIGHWAY: ------

COUNTY: Lane

NAME OF JOB: Jessie M Honeyman State Park

KIND OF WORK: Landscape Improvement

CONTRACTOR: All-City Landscape, Inc.

CONTRACT NUMBER: 7526

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: Feb. 1, 1971

DATE WORK STARTED: March 9, 1971

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: May 31, 1971

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 31,682.15

EXCLUSIVE OF ENGINEERING: $ 28,915.15

ENGINEERING AUTHORIZATION: $ 2,767.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 24,484.60

ENGINEERING COST TO DATE: $ 3,665.35

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 8.5 %

PERCENT OF AUTHORIZATION: 132.5 %

DATE PROJECT WAS COMPLETED: April 19, 1971

Post Semi-final will be submitted on or about Nov. 26, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	Plants	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,877				
TOTAL QUANTITIES CORRECTED TO DATE	7,299				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,299				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project complete				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 - Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy			
MONDAY	Partly Cloudy			
TUESDAY	Partly Cloudy			
WEDNESDAY	Overcast			
THURSDAY	Overcast			
FRIDAY	Partly Cloudy			
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 11-14-71	
MONDAY 11-15	Contractor finished all replanting. Mr. Olson was on project and accepted all the plant material.
TUESDAY 11-16	Field crew recounted all plant material.
WEDNESDAY 11-17	
THURSDAY 11-18	
FRIDAY 11-19	Final inspection was made by Mr. Schwartz, Regional Construction Engineer, Mr. Cliff Paul, Contractor and myself. The project was accepted as of this date.
SATURDAY	

REMARKS

SIGNED H E Mayfield LOCATION Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
FEB 23 1971
FOR FILING

20-3355
7526

February 22, 1971

All-City Landscape, Inc.
29 N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7526 for landscape improvement in Jessie M. Honeyman State Park in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc U. S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

bc F. D. Morgan
I. D. Merchant
Harley Mayfield
C. T. Keasey
David Talbot
Roy Olson

RECEIVED
FEB 9 - 1971

FOR FILING

20-3355
7526

February 9, 1971

All-City Landscape, Inc.
29 N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

Enclosed are three copies of Contract No. 7526 for $27,570 awarded to you by the State Highway Commission on February 1, 1971, for landscape improvement in Jessie M. Honeyman State Park in Lane County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
Harley Mayfield
C. T. Keasey
David Talbot
Roy Olson

21-3391 South Beach State Park, on the 1971
Oregon Coast Hwy., S. of Newport
#7527 (Landscape improvement)

7537

April 26, 1972

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

On March 8, 1972, we wrote to you concerning release of final payment on Contract No. 7537 awarded to All-City Landscape, Inc., for improvement in South Beach State Park in Lincoln County.

Final payment on this contract is $300 and the final contract amount is $48,486.97 including $1,352.32 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc All-City Landscape, Inc.
29 N.E. 148th Avenue
Portland, Oregon 97230

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Kerr
J. B. Boyd

RECEIVED

FOR FILING

7527

TO Oregon State Highway Commission

DATE March 7, 1972

FROM Tom Edwards
State Highway Engineer

SUBJECT Completion of work on South Beach State Park

Work was completed May 23, 1971 on Contract No. 7527. The contract was with All-City Landscape, Inc. and was for landscape improvement on the South Beach State Park Section in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 6, 1972, and that you concur in this procedure at the Commission meeting on April 4.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

VG:alc

cc: Floyd Query
~~Tom Edwards~~
F. B. Klaboe
A. E. Johnson
~~E. G. Hunter~~
~~R. L. Schroeder~~
~~Gary Ross~~
~~G. L. Sund~~
L. H. Young
F. D. Morgan
W. J. Hart
~~V. E. Stong~~
~~H. S. Coe~~
~~J. R. Boyd~~

21-3391

7527

FORM E-1 (REV 10-67)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: South Beach	SECTION: South Beach State Park	WEEK ENDING: 1 July 71
CONTRACTOR: All-City Landscape, Inc.	HIGHWAY: - - -	SECTION PREFIX: 21-3391
DATE OF CONTRACT: 1 Feb 71	KIND OF WORK: Landscape Improvement	COUNTY: Lincoln
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN SUPERVISION	CONTRACT NUMBER: 7527	FEDERAL AID PROJECT NUMBER: State
PROJECT AUTHORIZATION: $ 45,084.37	DATE WORK STARTED: 23 March 71	ESTIMATED COMPLETION DATE:
EXCLUSIVE OF ENGINEERING: $ 41,146.87	SPECIFIED WORK DAYS:	WORK DAYS USED:
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 49,281.02	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 20 %	SPECIFIED COMPLETION DATE: 31 May 71	PERCENT OF TIME ELAPSED:
	ENGINEERING AUTHORIZATION: $ 3,937.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:
	ENGINEERING COST TO DATE: $ 4,234.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:
	PERCENT OF AUTHORIZATION: 108 %	DATE PROJECT WAS COMPLETED: 20 may 71 semi-final submitted 30 Jun 71

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	Topsoil ~~GRADING~~	Plantings SURFACING	Compost ~~MAINTENANCE MATERIALS~~	Walks ~~OIL & BITUMINOUS MACADAM~~	Borrow Exc. ~~PAVING~~
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	900	11,450	160	280	0
TOTAL QUANTITIES CORRECTED TO DATE	0	12,670	552	212	1,540
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0	12,670	552	212	1,540
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

27 Jun 71 SUNDAY	
28 MONDAY	
29 TUESDAY	
30 WEDNESDAY	
1 Jul 71 THURSDAY	
2 FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted 30 Jun 71.

This is the final Weekly Report.

SIGNED LOCATION Newport 97365

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

[illegible]
JUN 18 1971
FOR FILING
21-3391
7527

June 16, 1971

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7527, the South Beach State Park landscape improvement project in Lincoln County, is anticipated. All-City Landscape, Inc., of Portland is the contractor. This is a State project for which the original authorization was $45,084.37. The present anticipated cost is $53,281.02, indicating an overrun of $8,196.65 or 18.2-percent.

The major reason for this overrun is due to increased quantities of bark mulch required to provide the plan depth which is needed for adequate moisture retention in the shrub beds. The bid item for bark mulch was underestimated on the plans. Some additional drainage work was also required and was added to the contract by force account.

This request for an additional authorization will be presented to you at the June 22 meeting and your approval is recommended.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
R. D. Asburry

JAB/DES:fw sr

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1971

SUBJECT: Overrun of Project Authorization
South Beach State Park
Contract No. 7527

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for landscape improvement is under contract to All-City Landscape, Inc., of Portland. The original project authorization was $45,084.37. The present anticipated cost is $53,281.02, indicating an overrun of $8,196.65 or 18.2 percent.

The major reason for this overrun is an increase in the bid quantity of bark mulch material. The bark mulch required for this project was underestimated on the contract plans. Bark mulch material was increased in order to provide the plan depth which is necessary for adequate moisture retention in the planting areas. Consideration was given to reducing the depth in order to cover the necessary area to stay closer to the contract quantities. However, the contractor put us on notice that if the mulch depth was reduced from the plan depth, then he would hold us responsible for any shrub loss that might be accountable to the decreased protection against moisture evaporation. This overrun amounted to more than $7,300. During construction, it became apparent that additional drainage work would be required. This was added to the contract by extra work and amounted to more than $1,300.

It is recommended that the project authorization be increased by $8,196.65. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB/DES:fw
Attachment
cc V. L. Gallagher

RECEIVED
JUN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-378 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project South Beach State Park
Date 3 Jun 71
Highway - - - -
Contract No. 7527
County Lincoln
Kind of Work Landscape Improvement
Contractor All-City Landscape, Inc.

	Authorized	Estimated
Contract Amount	39,275.00	43,538.70
Anticipated Items	100.00	0.00
Contingency (4½%)	1,771.87	5,742.32
Engineering	3,937.50	4,000.00
Credits	0.00	0.00
PROJECT COST	45,084.37	53,281.02

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 6-22-71

NET INCREASE $ 8,196.65 = 18.2%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
(C) Topsoil *		
(C) Asphalt Dike	0.00	- 4,500
(C) Trees	254.45	- 305.55
(C) Deciduous Shrubs	10,790.00	+ 290
(C) Evergreen Shrubs	6,507.00	- 273
(C) Salal	10,271.25	+ 1,271.25
(C) Bearberry	1,396.00	- 84
(C) Bark Mulch	2,394.00	+ 394
(C) Compost *(Replaces topsoil bid item)	9,834.00	+ 7,359
(U) PA 2 Sand Fescue	1,392.00	+ 112
(U) PA 2 Additional Compost	1,386.00	+ 1,386
(U) CO 1 Correct Drainage	3,024.00	+ 3,024
	1,332.32	+ 1,332.32

Principal reasons for overruns (Continue on reverse side): Additional plantings required to fill in bare areas; Insufficient quantity of Bark Mulch was allowed in the contract to do the job; Inadequate drainage required correction.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by ____________ Resident Engineer

Noted by for ____________ Construction or Bridge Engineer

Confirmed by ____________ Division Engineer

Noted by Asst. ____________ Deputy or State Highway Engineer

SP*23769-71

RECEIVED
FEB 23 1971

FOR FILING

21-3391
7527

February 22, 1971

All-City Landscape, Inc.
29 N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7527 for landscape improvement in South Beach State Park in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc U. S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

bc F. D. Morgan
I. D. Merchant
R. D. Asburry
H. H. Patterson
Roy Olson
David Talbot

RECEIVED
FEB 9 - 1971

FOR FILING

21-3391
7527

February 9, 1971

All-City Landscape, Inc.
29 N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

Enclosed are three copies of Contract No. 7527 for $39,275 awarded to you by the State Highway Commission on February 1, 1971, for landscape improvement in South Beach State Park in Lincoln County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
R. D. Asburry
H. H. Patterson
Roy Olson
David Talbot

SU-45(7) Wheatland Rd.-Trail Ave. Sec. 1971
on FAS 159, N.of Salem
#7528 (Grading & paving)

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

January 25, 1973

Contract 7528
SU-45(7)

Attn: Mr. John Anderson
Director of Public Works

Gentlemen:

Final costs, as shown in the enclosed cost statement, are now available on:

Wheatland Road-Trail Avenue Section
N. River Road, FAS 159

In accordance with an agreement dated **July 8, 1969** the amount of **$2,014.62** is due the County. You will receive a refund in this amount.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox

H. S. Cox
County and City Engineer

HR:ljt
Encl.

☑ ENGR. ☑ COOR. ☑ OF ☑ AE ☑ DE
☑ RPE ☑ DE ☑ SE ☑ RPE ☐

OREGON STATE HIGHWAY DEPARTMENT

Form A-181—(7-65)
SP-F294

Request for Outside Billing
(Or Advice of Cash Transaction)

Address invoice to:
Marion County
Board of Commissioners
Courthouse
Salem, Oregon 97301

Attention of Mr. John Anderson
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1345

Date January 24, 1973

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

FINAL BILLING: Wheatland Road-Trail Avenue Section, N. River Road, FAS 159 (Project #SU-45(7))

Covered by agreement dated 7/8/69.

RECEIVED
COUNTY & CITY SECTION
JAN 25 1973
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ OPE ☐ CE ☑ RE ☑ RPE ☐

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County advance deposit	$56,600.00	
		Amount previously transferred	41,600.00	$15,000.00
		County share of construction costs	$54,585.38	
		Amount previously transferred	41,600.00	12,985.38
		BALANCE		$ 2,014.62

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 56,600.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 41,600.00

Give the number of the last previous request in connection with this same service. cc 1248

Credit distribution:
524-1080-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

RECEIVED
DEC 16 1971

FOR FILING

SU-45(7)
7528

December 15, 1971

St. Paul Fire & Marine Insurance Co.
Portland Office
1300 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

On December 8, 1971, we wrote to you concerning release of final payment on Contract No. 7528 awarded to Salem Road & Driveway Company for work on the Wheatland Road-Trail Avenue Section of FAS 159 in Marion County.

Final payment on this contract is $2,000 and the total contract amount is $264,419.37, including $2,090.80 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Salem Road & Driveway Co.
P. O. Box 603
Salem, Oregon 97308

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
J. B. Boyd

R

STATE COPY

Monthly transaction number 12-55	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	State Oregon
Project report number 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
Modification number 1 #7528	(PPM 21-7) 12-14-71	Project number SU-45(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 18, 19 71,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 282,454	$ 292,494
Federal funds	$ 179,470	$ 185,870
Other revisions		

This modification is made for the following reasons:

Increase in cost of additional bid item quantities

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14th day of December, 19 71.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By AE Johnson

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

for R. E. Simpson

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal Aid
Project No. SU-45(7)

WHEATLAND RD.-TRAIL AVE. SECTION OF COUNTY FAS ROUTE 159 IN MARION COUNTY

Salem, Oregon, December 10, 1971

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 155+00 to Sta. 183+90)

Temporary Protection and Direction of Traffic	All Required		$ 4,000.00
Clearing and Grubbing	All Required		3,080.00
Removal of Structures and Obstructions	All Required		2,700.00
Borrow Excavation	3,256 cu.yd.	2.50	8,140.00*
General Excavation	10,400 cu.yd.	2.92	30,368.00
Trench Excavation	1,530 cu.yd.	5.50	8,415.00*
Finishing Roadbed and Slopes	All Required		3,850.00
Watering	410 M-gal.	5.50	2,255.00
Aggregate Foundation Course	530 ton	5.50	2,915.00
Lime Treated Subgrade	16,500 sq.yd.	0.48	7,920.00
Lime for Treated Subgrade	185 ton	52.50	9,712.50
Class "B" Asphalt in Concrete Mixture	13,400 ton	6.25	83,750.00
Asphalt Cement in Mixture	870 ton	33.00	28,710.00
Asphalt in Tack Coat	4 ton	50.00	200.00
Class "A" Concrete in Box Culvert	80 cu.yd.	158.00	12,640.00
Reinforcement in Box Culvert	13,000 lb.	0.20	2,600.00
8-inch Culvert Pipe	270 lin.ft.	5.50	1,485.00
12-inch Culvert Pipe	70 lin.ft.	5.50	385.00
8-inch Sewer Pipe	370 lin.ft.	4.15	1,535.50
12-inch Sewer Pipe	700 lin.ft.	5.25	3,675.00
15-inch Sewer Pipe	240 lin.ft.	7.15	1,716.00
18-inch Sewer Pipe	500 lin.ft.	8.40	4,200.00
Extra for Pipe Under Pavement	120 lin.ft.	9.00	1,080.00
Concrete Manholes	5 only	385.00	1,925.00
Concrete Inlets, Type "CG-1"	20 only	132.00	2,640.00
Concrete Inlets, Type "G-2"	2 only	176.00	352.00
8-inch Drain Pipe	950 lin.ft.	2.40	2,280.00
Special Filter Material in Drains	180 cu.yd.	6.60	1,188.00
Concrete Curbs	230 cu.yd.	45.00	10,350.00
Extra for Asphalt Approaches	18 only	35.00	630.00
Extra for Asphalt Walks	2,630 sq.yd.	2.50	6,575.00
Adjusting Manholes	5 only	44.00	220.00

Roadside Seeding	3 acre	330.00	990.00
Roadside Mulching	3 acre	600.00	1,800.00
Seed Mixture	100 lb.	5.50	550.00
Fertilizer 22-16-8	13 cwt.	44.00	572.00
			$255,404.00
Flagging (60% of Contractor's Cost)	All Required		$ 1,500.00
Temporary Erosion Control	All Required		800.00
			$ 2,300.00
	Subtotal		$257,704.00
	Engr. & Cont.		34,790.00
	Total		$292,494.00

*Increase in bid item quantities

Length of Project - - - - - - - - - - -	0.547 mile
Cost of Roadway per mile - - - - - - -	$534,723.94

Federal Funds - - - - - - - -	$185,870.00
State Funds - - - - - - - - -	53,312.00
County Funds - - - - - - - -	53,312.00
Total	$292,494.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 524-1080

Contract 7528

Group 1 100%

WHEATLAND RD.-TRAIL AVE. SECTION

SU-45(7)

State Work - Nonparticipating

Setting Mail Box Posts	10 only	35.00	$ 350.00
Furnish Mail Box Posts	All Required		100.00
		Total	$ 450.00

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

NTHLY TRANSACTION NO. 2-51	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	ATE Oregon
		COUNTY Marion
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 2-18-71	PROJECT NO. SU-45(7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Wheatland Road-Trail Ave. Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	12-15-70	0.547
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 282,454.00	Pro Rata 63.54% $ 179,470.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

For: R. L. Simpson

Date executed by Division Engineer February 18, 1971

Oregon State Highway Division

Federal-Aid
Project No. SU-45(7)

WHEATLAND RD.-TRAIL AVE. SECTION OF COUNTY FAS ROUTE 159 IN MARION COUNTY

Salem, Oregon, February 10, 1971

Project agreement estimate.

Type Code 6201
Roadway (Sta. 155+00 to Sta. 183+90)

Temporary Protection and Direction of Traffic	All Required		$ 4,000.00
Clearing and Grubbing	All Required		3,080.00
Removal of Structures and Obstructions	All Required		2,700.00
Borrow Excavation	1,500 cu.yd.	2.50	3,750.00
General Excavation	10,400 cu.yd.	2.92	30,368.00
Trench Excavation	720 cu.yd.	5.50	3,960.00
Finishing Roadbed and Slopes	All Required		3,850.00
Watering	410 M-gal.	5.50	2,255.00
Aggregate Foundation Course	530 ton	5.50	2,915.00
Lime Treated Subgrade	16,500 sq.yd.	0.48	7,920.00
Lime for Treated Subgrade	185 ton	52.50	9,712.50
Class "B" Asphalt Concrete Mixture	13,400 ton	6.25	83,750.00
Asphalt Cement in Mixture	870 ton	33.00	28,710.00
Asphalt in Tack Coat	4 ton	50.00	200.00
Class "A" Concrete in Box Culvert	80 cu.yd.	158.00	12,640.00
Reinforcement in Box Culvert	13,000 lb.	0.20	2,600.00
8-inch Culvert Pipe	270 lin.ft.	5.50	1,485.00
12-inch Culvert Pipe	70 lin.ft.	5.50	385.00
8-inch Sewer Pipe	370 lin.ft.	4.15	1,535.50
12-inch Sewer Pipe	700 lin.ft.	5.25	3,675.00
15-inch Sewer Pipe	240 lin.ft.	7.15	1,716.00
18-inch Sewer Pipe	500 lin.ft.	8.40	4,200.00
Extra for Pipe Under Pavement	120 lin.ft.	9.00	1,080.00
Concrete Manholes	5 only	385.00	1,925.00
Concrete Inlets, Type CG-1	20 only	132.00	2,640.00
Concrete Inlets, Type G-2	2 only	176.00	352.00
8-inch Drain Pipe	950 lin.ft.	2.40	2,280.00
Special Filter Material in Drains	180 cu.yd.	6.60	1,188.00
Concrete Curbs	230 cu.yd.	45.00	10,350.00
Extra for Asphalt Approaches	18 only	35.00	630.00
Extra for Asphalt Walks	2,630 sq.yd.	2.50	6,575.00
Adjusting Manholes	5 only	44.00	220.00
Roadside Seeding	3 acre	330.00	990.00
Roadside Mulching	3 acre	600.00	1,800.00
Seed Mixture	100 lb.	5.50	550.00
Fertilizer, 22-16-8	13 cwt.	44.00	572.00
			$246,559.00

Flagging (60% of Contractor's Cost)	All Required	$ 1,500.00
Temporary Erosion Control	All Required	800.00
		$ 2,300.00
	Subtotal	$248,859.00
	Engr. & Cont.	33,595.00
	Total	$282,454.00

Length of Project- - - - 0.547 Mile
Cost of Roadway Per Mile $516,369.29

Federal Funds	$179,470.00
State Funds	51,492.00
County Funds	51,492.00
Total	$282,454.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 524-1080
Contract: 7528
Group 1 - 100%

WHEATLAND RD.-TRAIL AVE. SECTION

SU-45(7)

STATE WORK - NONPARTICIPATING

Setting Mailbox Posts	10 only	35.00	$ 350.00
Furnish Mailbox Posts	All Required		100.00
	Total		$ 450.00

RECEIVED
DEC 8 - 1971
FOR FILING

SU-45(7)
7528

December 7, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed September 10, 1971, on Contract No. 7528. The contract was with Salem Road and Driveway Co., and was for grading and paving on the Wheatland Road-Trail Avenue Section of the FAS-159 Highway in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 3, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:bb
cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
J. B. Boyd

SU-45(7)
7528

FORM 6-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: WHEATLAND ROAD - TRAIL AVENUE

WEEK ENDING: October 16, 1971

SECTION PREFIX: 524-1080

HIGHWAY: FAS 159

COUNTY: Marion

NAME OF JOB: Wheatland Road - Trail Avenue

KIND OF WORK: Grading and Paving

CONTRACTOR: Salem Road & Driveway Co.

CONTRACT NUMBER: 7528

FEDERAL AID PROJECT NUMBER: SU-45(7)

DATE OF CONTRACT: February 3, 1971

DATE WORK STARTED: April 28, 1971

ESTIMATED COMPLETION DATE: ~~[illegible]~~

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN:

SUPERVISION:

SPECIFIED WORK DAYS: 180

WORK DAYS USED: 182½

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 101

PROJECT AUTHORIZATION: $ 282,965.71

EXCLUSIVE OF ENGINEERING: $ 260,527.90

ENGINEERING AUTHORIZATION: $ 22,437.81

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 267,560.00

ENGINEERING COST TO DATE: $ 19,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN ~~[illegible]~~: 2.7 %

PERCENT OF AUTHORIZATION: 85 %

DATE PROJECT WAS COMPLETED: September 10, 1971

Charges this week 250.00

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.67				0.67
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	11,900 CY				13,400 T
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	13,540 CY				14,016
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	RCBC Extension @ 180+20						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Decker
Bond JB
Walker
Boehme
Johnsen
Pease ✓
Swan
Glenn
Litchfield
Gallagher
Stein BEN GIFFORD

RECEIVED
OCT 18 1971
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
FRIDAY	
SATURDAY	

REMARKS

semi-final

All data pertaining to payment for contract bid items or extra work turned in to Regional Office on Wednesday, October 13, 1971.

FINAL REPORT

SIGNED Arlin M. Bedell for E. J. Hall LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

JOHN A. ANDERSON, P.E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301
(503) 364-4401, EXT. 53

THEODORE KUENZI
ASST. DIR. OF PUBLIC WORKS
AND ASST. COUNTY ENGINEER
GLENN ROBERTSON
HIGHWAY SUPERINTENDENT
HARVEY THURLWELL
RIGHT-OF-WAY AGENT
JERRY CONNOR
SOLID WASTE MANAGER
ILA F. McCALLUM
ADMINISTRATIVE ASSISTANT

September 24, 1971

REGION 2 ENGINEER
RECEIVED
SEP 28 1971
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

Mr. J. Bruce Boyd
East Salem Highway Bldg.
2960 E. Eighth St.
Salem, Oregon 97310

Dear Mr. Boyd:

Marion County has inspected and hereby approves the following portions of North River Road FAS-159: Wheatland Road to Trail Avenue Section and Trail Avenue to Chemawa Road Section.

Very truly yours,

John A. Anderson

John A. Anderson
Director of Public Works

jm

cc: Board of Commissioners

RECEIVED
COUNTY & CITY SECTION
SEP 30 1971
☑ ENGR. ☑ COOR. ☑ CE ☑ ☐ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

CC: Construction
Secretary
County & City

FAS

REGON STATE HIGHWAY DIVISI
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name WHEATLAND ROAD-TRAIL AVENUE Contract No. 7528

Highway FAS 159 Prefix No. 524-1080

County Marion F.A. No. SU-45(7)

Final inspection made on 9-16-71 By Gerald Wimer in company with Al Johnson, John bond, Ed Hall, Ted Kuenzi, John Schultz, and Fred Voigt.

CHECK LIST

Date	
9-15-71	Construction signs removed
Was none	Salem Office notified to rescind construction speed zone
9-15-71	Contractor removed equipment from project
9-15-71	Roadside cleanup completed

Striped to 4 lanes 9-14-71	Opened to traffic
With semi-final	Regional Materials Certification submitted

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Very good appearing and riding project.

RECEIVED
COUNTY & CITY SECTION
SEP 20 1971
☑ ENGR. ☑ COOR. ☑ ☑ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

All contract work on this project has been completed and recommendation is made for acceptance on 9-10-71. The semi-final estimate will be submitted about 10-20-71.

cc: Const. Engineer - F. D. Morgan
Bridge Engineer - Ivan Merchant
Maint. Engineer - R. N. Bothman
Co.-City Eng. - H. S. Cox
Reg. Engineer - J. B. Boyd
Res. Engineer - E. J. Hall
Dist.Engineer - Floyd Lacey
~~State-Parks-Supt.-Dave-Talbot~~
~~Reg.-Parks-Supt.-Cliff-Lenz~~

Copies sent to all named ✓

Original signed by, Gerald Wimer
(Signed)

Reg. Const. Engr.
(Title)

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 20, 1971

SUBJECT: Proposed Striping Plan
Wheatland Road-Chemawa Road Section
N. River Road
Marion County FAS 159

To: Ed Hall
RESIDENT ENGINEER

On September 4, 1970 a striping plan was sent to you for the Trail Avenue-Chemawa Road Unit. It was based on a painted open median design.

A new plan has been prepared covering the overall Wheatland Road-Chemawa Road section but with emphasized refuges at the main intersections, an open median only in the remaining areas. Some preliminary discussions have been held with Ted Kuenzi about the desirability of this new plan. Please submit it to him for further consideration. His particular attention should be called to the necessity of County forces doing a slight amount of widening and prohibition of the parking south of Chemawa Road before this or any similar plan could be put into operation. Two copies of the new plan are attached.

R. D. Asburry
REGIONAL ENGINEER

by Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

Attach.

cc: F. D. Morgan ✓
H. S. Cox ✓

RECEIVED
COUNTY & CITY SECTION
MAY 21 1971
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☒ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

524-1079

FORM E-20-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 4, 1970

To: Ed Hall
RESIDENT ENGINEER

SUBJECT: Proposed Striping Plan
Trail Avenue-Chemawa Road Section
North River Road
Marion County FAS 159

Regional Traffic Engineer Richard A. Kuehn has prepared a proposed striping plan for the Trail Avenue-Chemawa Road Section. This was as requested of you by [illegible]. Please furnish Kuenzi two of the three attached plans.

The main difference from the contract plan is that this plan does call for a slight [illegible] southerly of Chemawa Road in order that a northbound left [illegible] to at least a 15 foot [illegible]. It should be pointed out that if there is [illegible] a southbound median island [illegible] probably the most left turn refuge. [illegible] southbound left turn refuge [illegible] important part of the overall refuge striping plan for the Trail Avenue-Chemawa [illegible].

RECEIVED
COUNTY & CITY SECTION
SEP - 9 1970
☐ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

[illegible]
[illegible]

by

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/cg
Attachs.
cc: F. D. Morgan
H. S. Cox ✓

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 104888

RECEIVED
COUNTY & CITY SECTION
FEB 24 1971
☑ ENGR. ☑ COOR. ☐ OE ☒
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

FORM A-190 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO	CREDIT DISTRIBUTION
2-23-71	[illegible] 1248		[illegible]-1[illegible]0-[illegible]97

Marion County
Board of Commissioners
Marion County Courthouse
Salem, Oregon 97301

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: John Anderson, Director of Public Works			
Advance Deposit			56,600.00
Partial transfer of the Advance Deposit of the Wheatland Road-Trail Avenue Section, North River Road, FAS 159. Agreement dated 7-8-69.			41,600.00
To be retained			15,000.00

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Re
By____________________

MGR ☑ COOR ☑ GE ☑ AE ☑ UP
☑ UPE ☑ CE ☑ BE ☑ RPE ☐

February 11, 1971

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Attn: Mr. John Anderson
Director of Public Works

Re: Wheatland Road-Trail Avenue Section
N. River Road
FAS 159
Marion County

Gentlemen:

This is to acknowledge receipt of the County's advance deposit in the amount of $56,600 for subject project.

A copy of the construction plans and contract (No. 7528) are enclosed for your information and reference. If more copies are desired, please do not hesitate to request same.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

ENGR. ☑ COOR. ☒ OE ☒ AE ☑ UE
☑ DPE ☑ CE ☒ RE ☐ RPE ☐

January 29, 1971

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Attn: Mr. John Anderson
Director of Public Works

Gentlemen:

On January 28, 1971, a satisfactory bid was received from the Salem Road and Driveway Company for the Wheatland Road-Trail Avenue Section, N. River Road, FAS 159. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$246,909
Flagging	1,500
Temporary Erosion Control	800
Mailbox Posts	100
Engineering & Contingencies (13½%)	33,656.71
Estimated Total Cost	$282,965.71

County Advance Deposit:

20% of $282,965.71 = $56,593.14, or say $56,600.

Please make this advance deposit in the amount of $56,600 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

12%
16,979.43

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

FEB 18 1971

FOR FILE

SU-45 (7)

7528

February 18, 1971

Salem Road & Driveway Co.
P. O. Box 603
Salem, Oregon 97308

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7528 for grading
and paving on the Wheatland Road-
Trail Avenue Section of FAS 159
in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1930 N. E. Irving Street
Portland, Oregon 97232

bc F. D. Morgan
I. D. Merchant
E. J. Hall
R. D. Asburry

RECEIVED
FEB 10 1971
FOR FILING
SU-45(71)
7528

February 9, 1971

Salem Road & Driveway Company
P. O. Box 603
Salem, Oregon 97308

Gentlemen:

The State Highway Commission on February 1, 1971, accepted your proposal for work on the Wheatland Road-Trail Avenue Section of FAS 199 in Marion County for the sum of $246,909 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer February 3, 1971, awarded you the project, which has been assigned Contract No. 7528.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 1, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
E. J. Hall
R. D. Asburry
William Geibel (SAIF)

RECEIVED
JAN 5 [illegible]

SU-45(7)
7528

January 4, 1971

Board of County Commissioners
Marion County
Courthouse
Salem, Oregon 97301

MISC. CONTRACTS and
AGREEMENTS No. 4132

Attention: T. Harold Tomlinson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the second portion of Wheatland Road-Chemawa Road Section on the North River Road (FAS 159).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Att.

cc H. S. Cox
(conf. agree. att.)

MEMO TO FILES

Re: Wheatland Road-Trail Avenue Unit
Wheatland Road-Chemawa Road Section
N. River Road, FAS 159
Marion County

December 21, 1970

I received a phone call from Mr. Ted Kuenzi, Assistant Director of Public Works, who stated that there was some concern about the $286,000 estimate, but requested that we proceed with the project on subject unit.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

cc: C. G. Swenson

RECEIVED
COUNTY & CITY SECTION
DEC 21 1970
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

12-15-70

TRANSACTION NUMBERS 12-46 AND 12-47

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 12-15-70
BY (Signature): MR. YOUNG'S DECEMBER 9, 1970 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

RECEIVED
DEC 21 1970
FOR FILING

Young
12-21-7

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 1045 THRU 1046

OTHER IDENTIFICATION AND/OR REMARKS (State)

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
1045	SU-45(7)	0.42	260,000	165,200	TRAIL AVE. TO WHEATLAND ROAD SECTION (SALEM)	GRADE, DRAIN, HIGH TYPE PAVEMENT ON 4-12' LANES WITH 16' MEDIAN.
1046	SU-563(2)	0.76	630,000	400,300	COUNTRY CLUB ROAD TO HARVEY WAY SECTION (LAKE OSWEGO)	GRADE, DRAIN, HIGH TYPE PAVEMENT ON 4 - 11' LANES WITH 16' MEDIAN, SPEED CHANGE LANES AND AC FOOTPATHS.

NOTED
TOM EDWARDS

RECEIVED
DEC 2? 1970
OFFICE OF

12-15-70

REMARKS (Division)

ON ITEM 1046 THE 11 FOOT LANE WIDTH HAS BEEN APPROVED AS AN EXCEPTION TO THE SECONDARY ROAD PLAN DESIGN CRITERIA.

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-15-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-9

RECEIVED
DEC 15 1970

[illegible]

SU-45(7)
1528

December 9, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for two Secondary projects, Items 1045 and 1046 which we desire to have included in the Federal-Aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal Aid Act.

We are enclosing copies of the State Clearinghouse and District Clearinghouse review for Item No. 1046. Copies of both Clearinghouse reviews for Item No. 1045 were submitted on Project No. SU-45(6).

It is our intention to receive bids for these projects on January 28, 1971. We would like to have these projects approved as soon as possible in order to obligate the funds.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID P

(PPM

12-9-70

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION *(45 typewriter spaces)* 21 65 Co. Rd. 0.79 mi. N. of Chemawa Rd. N. 0.42 mi.	**ADT**	PRESENT (66) 7,500	FUTURE (70) 15,000	YEA (71) 9

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62 Gr., Dr., High-Type Pave.	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Ma	
	NAME OF URBAN AREA 17-31 Salem	ROUTE NO. S	FEDERAL-A 159

ESTIMATED PROJECT

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		Co. Rd. 0.79 mi. N. of Chemawa Rd.- N. 0.42 mi.			
5					**ROW**		(Trail Avenue- Wheatland Road)			
5					**CONST** (CODE) 6201			0.42	260,000	165,200

CARD	CODE					
1	1	PREPARED BY	PROJECT TOTALS	0.42	260,000 (16) (23)	165,200 (24)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

STATE CODE: 35 (2)
APPN CODE: 022 (4) (9)
ITEM NO.: 1045 (14) (18)

PRESENT: 7,500
FUTURE: 15,000 (66) (70)
YEAR: 90 (71) (72)
REGION: 08
STATE NAME: Oregon

PROJECT NUMBER
PREFIX LETTER(S): SU- 23
NUMBER: 45 7
SEQ. NO.: (7) 13
I Projects Only
POST MI. DESIG.: (24) (26) 27

F. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)
14

CODE: 047 (14) (16)

PROGRAM STAGE: ☐ 1 OR ☒ 2

COUNTY NAME: Marion

ROUTE NO.: S
FEDERAL - AID: 159 (32)
STATE: Co. Rd. (36)
U.S. (37) (41)

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				Gr., Dr., 4 - 12' lanes H.T. Pave. with 16' median and 2' curb offsets.
260,000	165,200	47,400	47,400 (Co.)	ROW - 90' min.; Access Control - none; Parking Restrictions - complete.
260,000 (23)	165,200 (24) (33)	47,400	47,400 (Co.)	

REMARKS

over

USCOMM DUSCOMM-DC 48909-P61

TRAIL AVE.-WHEATLAND ROAD

PROJECT NO. SU-45(7)

Existing Facilities: A 2-lane roadway paved with AC and varying in width, with gravel shoulders.

Adjacent Sections:

North End: Two 10-foot AC travel lanes with 4' gravel shoulders.

South End: 68' curbed section paved with AC and having 5' AC sidewalks outside of curbs. This adjacent section was constructed under Project SU-45(6).

Project Data: Grade, drain, base, curb and pave a roadway 68' in width, having four 12' travel lanes, 16' median, and 2' shy distance from curb. 5' AC footpath outside the curb. No parking. Some extensive drainage work is to be done at the Lake Labish ditch crossing. This is a continuation of the same section as in Project SU-45(6).

Right of Way: Minimum 90'

Access Control: None

Railroad Crossing: None

Minimum Design Standards: No exception to the standards.

System Action: Completed

Public Hearing: Held 8/7/69

Unusual or Complicated Situations: This is to be the second unit of the Chemawa Road-Wheatland Road Section; the first unit was constructed by the Project SU-45(6).

Route Data: See SU-45(6)

Park and Recreation Area Affected: No parks affected.

Relocation Assistance: County acquired additional right of way by resolution 3/5/69 and paid all related costs. No one was displaced.

Social, Economic & Environmental Effects Considered: Yes

Location and Design Approved: 7/1/70

State Clearinghouse Approved: 4/10/70; submitted under SU-45(6).

District #2 (Mid-Willamette Valley Council of Governments) Clearinghouse Approved: 8/7/69; submitted under SU-45(6).

The Highway Division does not, at this time, have the legal authority to control the use by Utilities of the right of way on this project. A State/County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

ADT 1970: 7,500
[illegible]0:15,000

DHV 1970: 770
1990:1,350

SAFETY: ______

MEMO TO R. N. CHASE

Date: November 16, 1970

FAS 159, MARION COUNTY, Trail Avenue-Wheatland Road Unit
Wheatland Road-Chemawa Road SECTION

TERMINI: This project is within the community of Keizer and begins on N. River Road approx. 0.79 mile north of the junction of FAS 159 and FAS 592 and extending along FAS 159 to the junction with FAS 735, at McNary Golf Club.

PROPOSED WORK: Grade, drain, base, curb and pave.

PROJECT LENGTH: Approx. 0.42 mile

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	260,000	156,000	52,000	52,000	

EXISTING FACILITIES: A 2-lane roadway paved with AC and varying in width, with gravel shoulders.

ADJACENT SECTIONS:

NORTH/~~EAST~~ END: Two 10-foot AC travel lanes with 4' gravel shoulders.

SOUTH/~~WEST~~ END: 68' curbed section paved with AC and having 5' AC sidewalks outside of curbs. This adjacent section was constructed under project #SU 45(6).

PROJECT DATA: Grade, drain, base, curb and pave a roadway 68' in width, having four 12' travel lanes, 16' median, and 2' shy distance from curb. 5' AC foot path outside the curb. No parking. Some extensive drainage work is to be done at the Lake Labish ditch crossing. This is a continuation of the same section as in project #SU 45(6).

RIGHT-OF-WAY: Minimum 90'.

ACCESS CONTROL: None

RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No exception to the standards.

SYSTEM ACTION: Completed

PUBLIC HEARING: 8/7/69

UNUSUAL OR COMPLICATED SITUATIONS: This is to be the second unit of the Chemawa Road-Wheatland Road Section; the first unit was constructed by the project #SU 45(6).

ROUTE DATA: See SU 45(6)

Park and recreation area affected - No parks affected

Relocation assistance - County acquired additional right of way by resolution 3/5/69 and paid all related costs. No one was displaced.

Social, economic & environmental effects considered Yes

Location and design approved - 7/1/70

Clearinghouse approved - 4/10/70

Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.

COG: 8/7/69

RECEIVED
AUG 27 1970

FOR FILING

SU-45(7)
7529

August 17, 1970

Board of County Commissioners
Marion County
Courthouse
Salem, Oregon 97301

MISC. CONTRACTS and
AGREEMENTS No. 4227

Attention: T. Harold Tomlinson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the first portion of Wheatland Road-Chemawa Road Section of North River Road (FAS 159).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm
Att.

cc H. S. Cox
(agreement attached)

Marion
FAS

Salem, Oregon
August 10, 1970

Wheatland Road-Chemawa Road Section
North River Road
FAS 159
Marion County

Mr. Ed Hall
Resident Engineer

SALEM

RECEIVED
COUNTY & CITY SECTION
AUG 10 1970
☑ ENGR. ☑ COOR. ☑ GE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

From a conversation with Mr. Ted Kuenzi today, it was learned that Marion County wishes the State to place temporary reference for the centerline control points, and to supply the County with a copy of the field notes. Then after completion of the project, the County will place their own permanent reference for the centerline control points and the right of way lines.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:lat

RECEIVED
[illegible]
FOR FILE
[illegible] (7)
75 2F

August 10, 1970

Mr. R. L. Porter
Oregon State Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

RE: Wheatland Road-Chemawa Road Section, North River Road

Dear Mr. Porter:

This letter is to inform you that following the requirements of the Project Notification and Review System established by the Federal Bureau of the Budget, the Council of Governments, functioning as the areawide clearinghouse for Marion, Polk, and Yamhill Counties, has disseminated your Intent to Apply notification to affected jurisdictions and agencies throughout the District for their comments.

The Council is pleased to inform you that it endorses the preparation of an application for federal assistance for this project.

Yours very truly,

W. J. Evarsten, Director
Mid Willamette Valley
Council of Governments

[redacted]/jhm

cc: Tom Edwards, State Highway Division ✓
L. E. Young, State Highway Division
Robert E. Royer, State Highway Division

Ed

Everston should
know you will represent
us at C.O.G.

RECEIVED
AUG 1[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1[illegible] 1970

Edward

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS
Room 19 ★ Marion County Courthouse, Salem, Oregon 97301 ★ Telephone AC 503/581-1574
W. J. KVARSTEN, *Director*

August 10, 1970

[illegible]

Mr. R. L. Porter
Oregon State Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

RE: Wheatland Road-Chemawa Road Section, North River Road

Dear Mr. Porter:

This letter is to inform you that following the requirements of the Project Notification and Review System established by the Federal Bureau of the Budget, the Council of Governments, functioning as the areawide clearinghouse for Marion, Polk, and Yamhill Counties, has disseminated your Intent to Apply notification to affected jurisdictions and agencies throughout the District for their comments.

The Council is pleased to inform you that it endorses the preparation of an application for federal assistance for this project.

Yours very truly,

W J Kvarsten
W. J. Kvarsten, Director
Mid Willamette Valley
Council of Governments

MACDONALD/jhm

cc: Tom Edwards, State Highway Division
L. H. Young, State Highway Division
Robert E. Royer, State Highway Division

RECEIVED
AUG 1[illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOT
TOM EDWARDS

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 7 Pages

Section WHEATLAND ROAD-CHEMAWA ROAD Highway F.A.S. 159 County Marion Prefix 524-1438

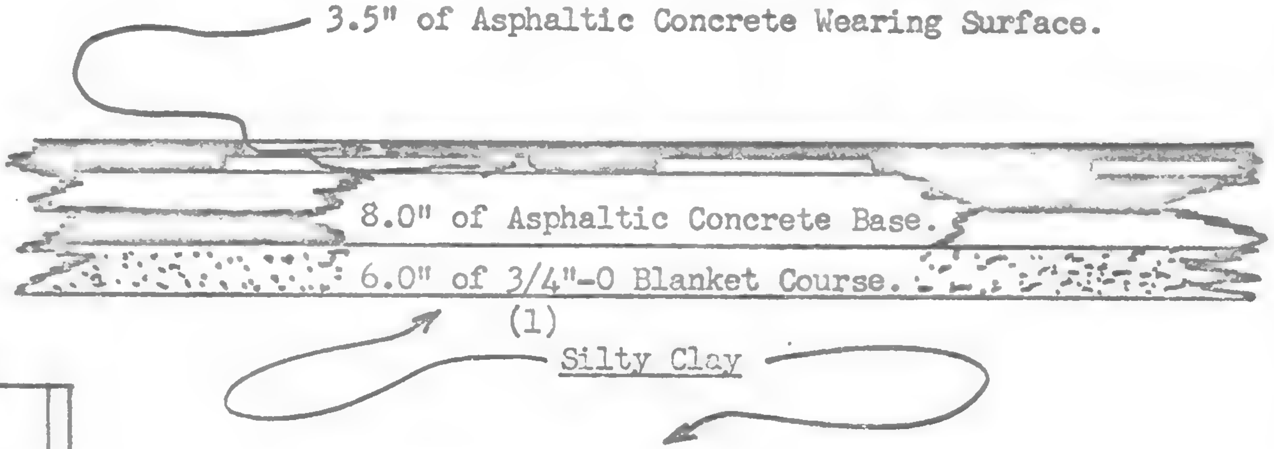
Res. Engr. E. J. Hall Approx. Length 1.1± Miles. Sta. ______ to Sta. ______ Date 7-31-70

Mean Truck A.D.T. 601 Traffic Coefficient 8.7 18 kip s.a. per day 143.6.

Annual Precipitation 40"+ Frost Penetration - - - -.

NEW WORK

(1) Typical Soil
37 LL
13 PI
100 %P 10
91 %P200
0 %Gravel
3 %C Sand
6 %F Sand
60 %Silt
31 %Clay
6 "R" Value


3.5" of Asphaltic Concrete Wearing Surface.
8.0" of Asphaltic Concrete Base.
6.0" of 3/4"-0 Blanket Course.
(1)
Silty Clay

CBE Total Req.	Credit	Actual Thick.	
	7.0	3.5	A.C.W.S.
	16.0	8.0	A.C. Base
	6.0	6.0	3/4"-0 Blanket Course
29.0	29.0	17.5	

AASHO CLASSIFICATION:
A-6 (9)

MATERIAL SOURCES:
Commercial

See Page 3 for remarks.

RECEIVED
AUG 14 1970
FOR FILING

NOTED
F. B. KLABOE

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County-City (2)

Submitted by C. J. Geary
for Staff Assistant

Recommended by E. W. [illegible]
Asst. Engineer of Materials

Recommended by Edgar L. Johnson
for Construction Engineer

Approved by F. B. Klaboe
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of ____ Pages

Section WHEATLAND ROAD-CHEMAWA ROAD Highway F.A.S. 159 County Marion Prefix 524-1438

Res. Engr. E. J. Hall Approx. Length 1.1± Miles. Sta. ________ to Sta. ________ Date 7-31-70

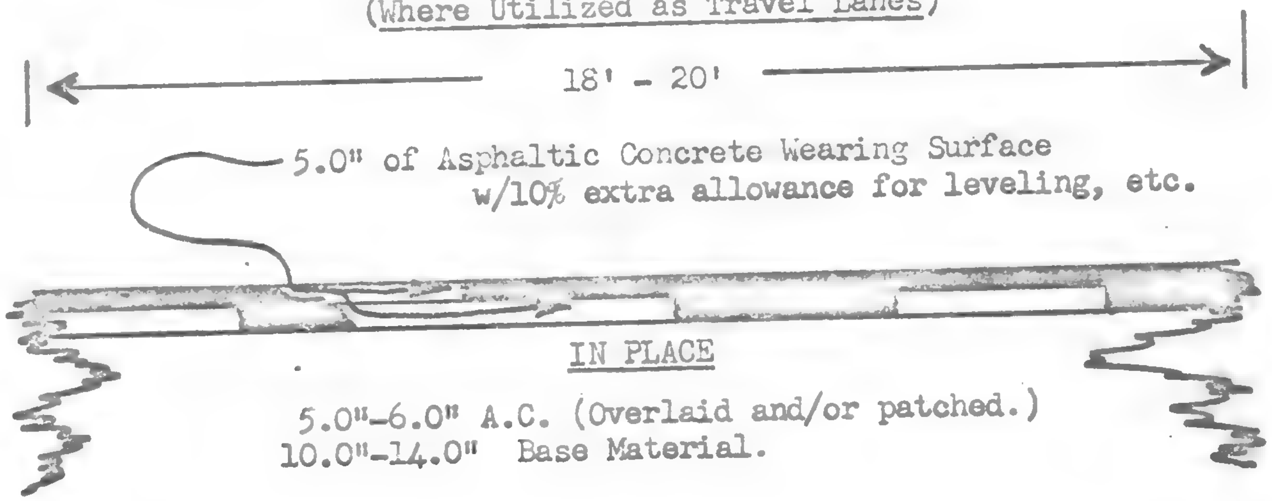
Mean Truck A.D.T. 601 Traffic Coefficient 8.7 18 kip s.a. per day 143.6.

Frost Penetration - - - -.

Annual Precipitation 40"+

EXISTING ROADWAY
(Where Utilized as Travel Lanes)

(1)
Typical Soil
37 LL
13 PI
100 %P 10
91 %P200
0 %Gravel
3 %C Sand
6 %F Sand
60 %Silt
31 %Clay
6 "R" Value


18' - 20'

5.0" of Asphaltic Concrete Wearing Surface w/10% extra allowance for leveling, etc.

IN PLACE

5.0"-6.0" A.C. (Overlaid and/or patched.)
10.0"-14.0" Base Material.

CBE Total Req.	Credit	Actual Thick.	
	10.0	5.0	A.C.W.S.
	IN	PLACE Average	
		5.5	A.C.
		12.0	Base
*		22.5	

AASHO CLASSIFICATION:

A-6 (9)

MATERIAL SOURCES:

Commercial

* Overlay recommendation based on deflection measurements.

SECTION: WHEATLAND ROAD-CHEMAWA ROAD
HIGHWAY: F.A.S. 159
COUNTY: Marion

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	A.C. Base	3/4"-0 Aggregate Base	Aggregate Base	*3/4"-0 Blanket Course	"CBE" Total Requirement	Actual Thickness
7.0 - 8.0	3.5"	6.0"	----	----	6.0"	25.0"	15.5"
6.0 - 7.0	3.0"	5.0"	----	----	6.0"	21.5"	14.0"
4.8 - 6.0	2.0"	4.0"	----	----	6.0"	18.5"	12.0"
Cars Only	2.0"	----	----	----	9.5"	13.5"	11.5"

Remarks:

Several sections with various combinations of materials were submitted to the County for study, and the section recommended was their selection. Cement Treated Base & Lime Treated Subgrade were not considered due to length of curing time required, and the need to maintain traffic through the project. Where crushed material is required for base, level, or shoulders, recommend the 3/4" - 0 material produced for the blanket course be substituted for normal specification sizes.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete Wearing Surface & Base = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
1.0" Lime Treated Subgrade = 0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

* Minimum of 15% P#40 seive

SECTION: WHEATLAND ROAD-CHEMAWA ROAD
HIGHWAY: F.A.S. 159
COUNTY: Marion

In December, 1969, 38 deflection measurements were made on the subject section and the following result was obtained:

Average Deflection = 0.028
Evaluated (80%) 0 &IWT = 0.031
Traffic Coefficient = 8.7
Twenty Year E.W.L. = 8,748,000
Tolerable Deflection = 0.013
Percent Reduction Required = 58.1
Crushed Base Equivalent Requirement = 11.5
Asphaltic Concrete Overlay Required = 5.5"

Recommend an 5.0" Asphaltic Concrete Overlay with 10% extra allowance for leveling, etc.

WHEATLAND ROAD-CHEMAWA ROAD

F.A.S. 159

Marion County

Deflection Measurements

Location	O.W.T.	I.W.T.
10' S. of ℄ of McNary Golf Club Entrance (Sta. 178+00) South 1050' to Sta. 167+50 at 50' intervals N.B. Lane		0.038
	0.026	
	0.026	
		0.016
	0.028	
	0.023	
		0.020
	0.039	
	0.026	
		0.028
	0.035	
	0.032	
		0.022
	0.028	
	0.028	
		0.020
	0.033	
	0.024	
		0.021
	0.024	
	0.021	
		0.022
800' N. of Chemawa Rd. Int. South 750' at 50' intervals in inside lane N. B. Lane		0.018
	0.032	
	0.031	
		0.020
	0.042	
	0.032	
		0.012
	0.022	
	0.021	
		0.016
	0.022	
	0.016	
		0.013
	0.026	
	0.021	
		0.016

TRAFFIC ANALYSIS

SECTION: WHEATLAND ROAD-CHEMAWA ROAD
HIGHWAY: F.A.S. 159
COUNTY: Marion

7500 Present ADT (1970)
5.3 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	280	2.0	560	420	450	189,000
3	95	2.0	190	143	1000	143,000
4	5	2.0	10	8	1250	10.000
5	20	2.0	40	30	3180	95,400
6	0	---	---	---	2570	- - - -
				601 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 437,400
TWENTY YEAR EWL 8,748,000
TRAFFIC COEFFICIENT 8.7

SECTION: WHEATLAND ROAD-CHEMAWA ROAD
HIGHWAY: F.A.S. 159
COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ______ Fair ______ Poor ______
   Remarks: No similar tyre projects completed this date.
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Marion County selected the section recommended.
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as traffic does not warrant the use of C.R.P.C.C.

See Item 12, and remarks on Page 3.

JUL 2 - 1970

NOTED
H. S. COX

July 1, 1970
(date)

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 159

Section Wheatland Road-Chemawa Road Section

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
JUL 7 - 1970
ENGINEER
COUNTY & CITY DIVISION

July 3, 1970
(date)

By
Chairman

By Harry Carson Jr.
Commissioner

By Henry C. Mattson
Commissioner

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD BLADORN

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

cc: L. H. Young
Attn: Duane Ridings

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

LOCATION - DESIGN APPROVAL

COUNTY: MARION

SECTION: Wheatland Road-Chemawa Road

FAS NO.: 159

ROAD NAME: North River Road

PROJECT DESCRIPTION: Grade, drain, base, curb and pave a four-lane facility 68-feet between curbs consisting of a 16-foot median, four 12-foot travel lanes, two 2-foot shy distance from curb with 5-foot asphaltic concrete foot paths.

ESTIMATED COST: $650,000

HIGHWAY COMMISSION APPROVAL: July 8, 1969

HEARING: August 7, 1969 by County

STATE CLEARINGHOUSE REVIEW: April 10, 1970

SECTION 204 REVIEW: August 26, 1969

REMARKS:

APPROVED: 7-1 1970

J B Klaboe
Assistant State Highway Engineer

RECEIVED
JUL 1 - 1970
ENGINEER
COUNTY & CITY DIVISION

RHP:ljt
6/30/70

524-1438

FORM 2-30-X (12-67)

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1970

To: D. J. Barbee
DESIGN ENGINEER

SUBJECT: Foundation Problem
Wheatland Road-Chemawa Road Section
North River Road
FAS 159

You have been given a copy of Fred W. Yarbrough's June 10 letter concerning the subject matter. I have analysed it in my attached June 23 Memo to R. D. Asburry.

It is my understanding that the County now wants to proceed with this project this year or at least the southerly unit with grading only this problem area on the northerly unit. We could follow our original grading plan for this problem area if the project was let in August. Frank Terpin indicates the earliest possible letting is September.

Therefore, it is recommended the poor materials be subexcavated and replaced with pit run rock. Although my Memo indicates this will cost an additional $12,000, it eliminates the time problem and the risk that some slope flattening or counter-balancing could have been found necessary during construction.

R. D. Asburry
DIVISION ENGINEER

by G. W. Wimer

Gerald W. Wimer
ASST. DIVISION ENGINEER

NOTED
HAROLD
REYNOLDSON

GWW/cg
Attach.
cc: Ed Hall
Fred Yarbrough
H. S. Cox

NOTED
RICHARD UNREIN

RECEIVED
JUN 26 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
RICHARD BLADORN

Noted
Oscar H. Norberg

NOTED
P. B. A[illegible]

NOTED
MAINOR C. HOLMES

524-1438

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1970

SUBJECT: Foundation Problem
Wheatland Road-Chemawa Road Section
North River Road

To: Memo to R. D. Asburry
DIVISION ENGINEER

If the subject project is broken into two units and if the first unit involves parts of two construction seasons and the second unit a third or subsequent construction season, then the plan as submitted by Ed Hall would comply with the stipulations that Fred Yarbrough has imposed by his June 10 letter.

As this sequence may not be possible, the other practical alternate is to subexcavate approximately 6,000 cubic yards and backfill with rock at a composite unit price of $5.00 per cubic yard for a total of $30,000. This compares Hall's plan of displacing approximately the same quantity with rock at $3.00 per cubic yard or $18,000 total. There is, of course, the need for time and some risk with this lesser figure.

R. D. Asburry
DIVISION ENGINEER

by

Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW/cg

FORM 5-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1970

SUBJECT: Wheatland Road-Chemawa Road Section
North River Road Marion County
Weak Foundation near station 160

To: F. D. Morgan
Construction Engineer
Highway Building
Salem

RECEIVED
JUN [illegible]

Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

Attention: G. L. Decker

Exploration logs and moisture content tests show organic soil with natural moisture content up to 106% and as deep as 18 feet at the site of a proposed fill widening up to 25 feet height on the subject section. Sub-excavation of the foundation or counterbalancing outside the fill will be required in order to place the fill to full height in a continuous operation in the usual length of time and manner without causing a foundation shear failure.

But it was brought out in conference with Messrs. Wimer, Asburry, Ed Hall, and Fretwell that the county does not have the money to do foundation excavation or counterbalancing. The remaining alternative is to extend the construction time to permit drainage of the organic foundation materials as the fill is raised so that excessive pore water pressure does not build up and cause a shear failure in the foundation.

It is estimated that six month's construction time is about the very minimum in which there is possibility of constructing the fill to full height without sub-excavation or counterbalancing and without causing a shear failure. Construction during the six months should be done as follows: construct the fill to 15 feet height in about two weeks, wait twelve weeks for the water pressure to dissipate, then complete the fill to full height by adding no more than two feet height in any two-week period, which would require about 10 weeks.

There will still be risk of foundation failure. If it appears imminent, as indicated by significant and continuing movement of bench marks at the toe of the fill, a counterbalance should then be constructed. It is probably better not to let the fill displace the foundation substantially because the material becomes weaker with disturbance, the fill itself breaks up and becomes weaker and subject to settlement, and the effectiveness of the grass and root layer as a drainage layer is substantially reduced. The height of counterbalance should be most of the difference in height between the then constructed height of fill and its finish height. The width should be one and one-half times the width of disturbance outside the toe, but not more than 50 feet.

Unless a surcharge is used, the weight of the pavement when it is added will cause additional settlement of about 0.3 feet. The surcharge height should be about one and one-half feet above finish pavement grade. The surcharge time should be a minimum of six months, and preferably 10 or more. However, no inconvenience should be incurred because of surcharge time beyond 10 months, because there will probably be a long-time slow settlement of a tenth or two occur which the surcharge cannot prevent no matter how long it is in place.

If sub-excavation is used in lieu of other alternates, it should be made so that 15 feet of granular backfill will be in contact with hard foundation material found at about 18 feet depth. The excavation should slope down under the fill from the toe as steep as possible to the intersection of the firm foundation, and then latterally to provide 15 feet bottom contact. The muck to be excavated may be displaced by the granular backfill, but it must be loosened first or tested by suitable means to assure that it is soft enough to be readily displaced.

Free-draining granular material should be used for fill wherever fill must be dumped in water or in a layer more than three feet thick without compaction. Free-draining means material with visible open voids, or else no more than five percent of material by weight passing the #200 screen.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: R. D. Asburry
E. J. Hall
D. J. Barbee
Frank Tarpin ✓
W. R. Fretwell

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Department

NOTED
H. S. COX
8-24-70

RECEIVED
JUN 24 1970
ENGINEER
COUNTY & CITY DIVISION

SUBJECT: Federal Aid Project No. 159

Highway No. Market Road 24

Project Name North River Road, Wheatland Road to Chemawa Road Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

   ☒ There has been no displacement of persons from residences, farms, or businesses; or

   ☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon,

this 24th day of June, 1970

NOTED
MAINOR C. HOLMES

Marion County

NOTED
HAROLD REYNOLDSON

Pat McCarthy

Harry Carson Jr
Commissioner

Henry C. Mattson
Commissioner

Copy to :- John Oaks
C.G. Swanson
R.N. Chase
R.O. Asburry (Div 3)

NOTED
[illegible]

NOTED (5/12/70)
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
RICHARD BLADORN

NOTED ✓
[illegible]

NARRATIVE REPORT

WHEATLAND ROAD - CHEMAWA ROAD
North River Road
Marion County

5-19-70

The purpose of this survey was to obtain field data for the preparation of plans, specifications, and estimate for the reconstruction of North River Road from the intersection of Chemawa Road and North River Road in Keizer to the Wheatland Wye.

The overall length of the survey is 1.21 miles. Previous to this survey the county had projected a new centerline, approximately twenty feet westerly of the existing highway centerline, and has obtained additional right of way on the westerly side. Rights of way are described from the existing highway centerline. The "L" line, as staked, follows the county projection, except for a revision of the first curve north of Keizer School which includes spirals.

The typical section for this location is a 68 foot curbed street section consisting of a 16 foot median lane, four 12 foot travel lanes with the outside lanes having an additional two foot shy distance from the curb.

Storm sewers will be installed throughout most of the project. There is an existing storm sewer line from Keizer School to Claggett Creek which is of ample size and can be used as is. Three additional outfalls are proposed, one to Claggett Creek and two to Labish Creek. Inlets are to be modified so as to have a 12" sump and special grates.

The box culverts at Claggett and Labish Creeks are to be extended. Marion County plans to construct a new street (Olson St.) as the westerly extension of Trail Avenue. They have requested that we include in our design for this project an additional extension of the Claggett Creek box culvert to accommodate the fill for the new street. This additional extension was shown on the vicinity map for Claggett Creek which was submitted April 14, 1970.

Also, the county has requested that the project include a culvert alongside the Labish Creek box culvert to act as an overflow pipe during extreme high water. The preliminary studies section is presently making a study of Labish Creek flow from Pacific Highway to the Wheatland Wye and will have a recommended size for the overflow pipe when the study is completed. This winters flooding indicated there is very little fall through the box so some channel deepening downstream will be required to lower the upstream water level. The county plans to take care of this item of work.

Finish grade will be approximately parallel to the existing grade line. The existing pavement will be overlaid with 3" of A.C. base and 2" of A.C. wearing course. Due to the fact that the new centerline is 20 feet left of the old centerline, a wedge shaped patch will have to be placed on the left half of the existing pavement. Additional patching will be required in smoothing and leveling out the existing grade line. A total of 1365 tons of A.C. base course will be required for this patching. At the south end of the project, between Stations 124-139, a strip of existing pavement, 16 feet in width, will remain in place and be over laid with a minimum of 3" of A.C. Also in this same area, a section of existing curb on the east side will remain in place.

The base design for the new work consists of a 6" blanket course (Stone foundation course), a 9½" of A.C. base course, and 2" of A.C. wearing course.

Superelevation of the project was reviewed by D.J. Barbee and it was decided to use no less than 0.08 foot/foot super on the 6 degree curve and 0.02 foot/foot on the one degree curve.

Preliminary soils investigation indicates that the embankment section from Sta. 157+50 to 165+50 presents some foundation problems. The area is a swampy section adjoining Claggett Creek, generally covered by slack water. Hand probing by William Fretwell's crew shows three distinct soil zones. One, the upper zone of unstable, saturated muck, second, middle zone of compressible silts, and third, the bottom zone of tight clays, shales, and some gravels. The upper zone of muck is completely unstable and will have to be removed or displaced. The depth of this zone varies from 0' to 11'. The amount of settlement to be expected from the compressible silts will be determined from moisture samples. So that quantities can be set up for the estimate, a predicted maximum settlement of three feet has been used.

This foundation problem was discussed with the County Engineer and his assistant and it was then decided to divide the project into two construction units, using the following plan.

Unit #1 would consist of a complete construction section from Sta. 124- (Keizer School) to Sta. 155+00, just northerly of Trail Avenue intersection. This is exactly half of the original section. Also included with Unit #1 would be the construction of the embankment in the swamp area, westerly side of Sta. 157+50 to 165+50 and completion of the excavation from Sta. 166+00 to 177+00 (entrance to McNary Golf Course), west side only.

This would allow the embankment to settle until Unit #2 was constructed the following year or later. The removal of the cut from Station 166 to 177 would consist of the widening on the west side only and would not in any way interfere with the existing road. Approximately 48,250 cubic yards of borrow would be needed to conplete Unit #1.

Unit #2 would consist of the section from Sta. 155+00, Trail Avenue, to just northerly of the Wheatland Wye, Sta. 184+00. Earthwork in this section is balanced and is minor, approximately 5,100 cubic yards of excavation.

Depending on the final amount of settlement in the embankment, Sta. 157+50 to 165+50, 4,000 cubic yards of borrow would be required to bring this section back to grade.

I believe that the unstable material in zone one can be displaced by the weight of the fill. Construction methods for the fill should be spelled out in the special provisions so as to prevent as much as possible, any blanketing of the unstable material. The displaced material will, of course, form a counterbalance to the fill. It is possible that some of the channel for Claggett Creek could be disturbed by the displaced material, however; the channel could be cleared by some dragline work if necessary.

It is our recommendation that the measurement for the borrow material required be by truck measure. This project is adjacent to the River Bend Gravel pit and the borrow material will probably come from the overburden. The overburden material would be difficult to measure in place as it is normally stripped and stockpiled in various piles in a non-compacted condition.

An A.C. sidewalk, four and one-half feet in width, is to be constructed back of Type "C" curbs. Driveways are to be A.C., Type A-1.

Marion County is presently attempting to have all utilities on the project adjusted prior to contract time.

This location does not conflict with any historical or recreational area, State or County parks, or any wildlife refuges.

Estimated cost of construction for Unit #1 is $381,069 and $252,718 for Unit #2.

Marion County Engineer's office stated the county would provide all necessary construction easements.

SECTION WHEATLAND ROAD - CHEMAWA ROAD

HIGHWAY North River Road

ESTIMATE OF COST

UNIT II

5/19/70

SHEET 1 OF 2

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST		TOTAL COST	
1.	Temporary Protection & Direction of Traffic	Lump Sum	ALL	–	ALL	$		$ [illegible]	–
2.	Clearing & Grubbing		ALL	–	ALL			[illegible]	–
3.	Removal of Structures & Obstructions		ALL	–	ALL			[illegible]	–
~~4.~~	~~Ditch Excavation~~								
~~5.~~	~~General Excavation~~		5,086			2	00	~~10,172~~	–
~~6.~~	~~Borrow Excavation~~		4,000			1	75	~~7,000~~	–
~~7.~~	~~Embankment-in-Place~~		~~[illegible]~~	~~[illegible]~~	~~[illegible]~~				
8.	Trench Excavation		655	65	720	[illegible]	[illegible]		
9.	Finishing Roadbed & Slopes		ALL	–	ALL	1,250	00	1,250	[illegible]
10.	Watering		435	45	480	[illegible]	00		
11.	Stone Foundation Course		5,542	553	6,095	[illegible]	75		
12.	3/4"-0 Aggregate Base		288	27	315	5	75		
13.	Class "B" Asphalt Concrete Mixture		13,666	1,364	15,030	5	50		
14.	Asphalt Cement in Mixture		888	87	975	[illegible]	[illegible]		
15.	Asphalt in Tack Coat		6	1	7	[illegible]	50		
16.	3/4"-0 Aggregate in Prime Coat		127	13	140	4	50		
17.	RC-250 Asphalt in Prime Coat		23	2	25	65	00		
18.	Class "A" Concrete in Box Culverts		50	5	55	85	00		
19.	Metal Reinforcement		7484	746	8230	[illegible]	[illegible]		
20.	8-Inch Sewer Pipe		159	16	175	[illegible]	[illegible]	[illegible]	
21.	12-Inch Sewer Pipe		1400	140	1540	[illegible]	[illegible]		
22.	15-Inch Sewer Pipe		626	64	690	[illegible]	[illegible]	[illegible]	–
23.	18-Inch Sewer Pipe		316	34	350	[illegible]	[illegible]	[illegible]	–
24.	Concrete Manholes		6	1	7	325	00		
25.	Concrete Inlets, Type CG Modified		14	1	15	175	[illegible]		
26.	Guard Rail, Type I		875	85	960	[illegible]	[illegible]	[illegible]	–
27.	Guard Rail Anchors		2	–	2	[illegible]	00	[illegible]	–
28.	Concrete Curbs		175	15	190	[illegible]	[illegible]	[illegible]	–
29.	Extra for Asphalt Approaches		22	2	24	[illegible]	00	[illegible]	–
30.	Extra for Asphalt Walks		2785	275	3060	[illegible]	[illegible]	[illegible]	–

SECTION WHEATLAND ROAD - CHEMAWA ROAD

ESTIMATE OF COST
UNIT II

5/19/70

SHEET 2 OF 2

HIGHWAY North River Road

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
31.	Adjusting Manholes	One	2	–	2	$ 75.00	$ [illegible]
32.	Setting Mail Box Posts	"	8	1	9	25.00	[illegible]
					Subtotal		209,598.30
	Anticipated Items						
	Flagging						1,000.–
							210,598.30
			+ 20%	Engineering	&	Contingen.	42,119.70
					Unit II	Total	252,718

ECTION: WHEATLAND ROAD * CHEMAWA ROAD — ESTIMATE OF COST 5/19/70 SHEET 1 OF 2

UNIT I

IGHWAY North River Road

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST $		TOTAL COST $	
1.	Temporary Protection & Direction of Traffic	Lump Sum	All	—	All			3,000	—
2.	Clearing & Grubbing	"	All	—	All			6,000	—
3.	Removal of Structures & Obstructions	"	All	—	All			[illegible]	—
4.	Ditch Excavation	Cu. Yd.	166	14	180	3	00	[illegible]	
5.	General Excavation	"	11,672	1,168	12,840	[illegible]			
~~6.~~	~~Embankment in Place~~	"	[illegible]				[illegible]		
7.	Borrow Excavation	"	43,864	4386	48,250	1	75	84,437	50
8.	Trench Excavation	"	543	52	595	[illegible]		[illegible]	
9.	Finishing Roadbed & Slopes	Lump Sum	All	—	All	1,250	00	1,250	—
10.	Watering	M-Gal.	[illegible]	45	[illegible]	3	00		
11.	Stone Foundation Course	Ton	6,000	600	6,600	2	75		
12.	3/4"-0 Aggregate Base	Cu. Yd.	300	30	330	5	75		
13.	Class "B" Asphalt Concrete Mixture	Ton	13,872	1,388	15,260	5	50		
14.	Asphalt Cement in Mixture	"	902	88	990	33	00		
15.	Asphalt in Tack Coat	"	6	1	7	65	00		
16.	3/4"-0 Aggregate in Prime Coat	Cu. Yd.	125	15	140	6	50		
17.	RC-250 Asphalt in Prime Coat	Ton	22	3	25	60	00		
18.	Class "A" Concrete in Box Culverts	Cu. Yd.	89	9	98	85	00		
19.	Metal Reinforcement	lbs.	11,704	1,171	12,875		16		
20.	72-Inch Culvert Pipe	Lin. Ft.	[illegible]	7	[illegible]	50	00		
21.	8-Inch Sewer Pipe	"	763	77	840	3	00		
22.	10-Inch Sewer Pipe2	"	[illegible]	[illegible]	[illegible]	3	75		
23.	12-Inch Sewer Pipe	"	[illegible]	[illegible]	[illegible]	5	00		
~~24.~~	~~15 Inch Sewer Pipe~~	"							
24.	18-Inch Sewer Pipe	"	275	25	300	8	00		
25.	Extra for Pipe Under Pavment	"	417	43	460	10	00		
26.	Concrete Manholes	One	6	1	7	325	00		
27.	Concrete Inlets, Type CG Modified	"	21	2	23	175	00		
28.	Concrete Inlets, Special	"	11	1	12	60	00		
29.	Field Connection to Existing Pipe	"	11	1	12	15	00		

SECTION WHEATLAND ROAD - CHEMAWA ROAD

HIGHWAY

ESTIMATE OF COST
UNIT I

5/19/70

SHEET 2 OF 2

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
30.	Field Connection to Existing Manholes	One	8	1	9	$ 75.00	$ [illegible] -
31.	Concrete Curbs	Cu. Yd.	170	15	185	45.00	[illegible] -
32.	Extra for Asphalt Approaches	One	26	2	28	50.00	[illegible] -
33.	Extra for Asphalt Walks	Sq. Yd.	2585	255	2840	2.25	[illegible] -
34.	Adjusting Manholes	One	16	1	17	75.00	[illegible] -
35.	Setting Mail Box Posts	"	11	1	12	25.00	[illegible]
~~36.~~	~~Rip Rap~~	~~Cu. Yd.~~					
						SUBTOTAL	313,157
	ANTICIPATED ITEMS						
	FLAGGING						2,000 -
	EQUIPMENT RENTAL (DRAGLINE)						2,40[illegible] -
							317,557.50
			+ 20% Engineering & Contingencies				63,511.50
						UNIT I TOTAL	381,069.00

NOTED
H. S. COX

April 10, 1970

Mr. R. L. Schroeder
Assistant Traffic Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Schroeder:

Re: Pacific Highway East-Ward Drive section of Lancaster Drive, FAS 741

File → Chemawa Road-Wheatland Road section of N. River Road, FAS 591

Regarding the two cited projects, this is to certify that the Mid Willamette Valley Council of Governments acted on August 26, 1969, to endorse the application for funds as consistent with comprehensive planning for the area.

Very truly yours,

W. J. Kvarsten, Director
Council of Governments

WJK:pb

cc: R. H. Prange ✓
Field Engineer
Oregon State Highway Division
Salem, Oregon 97310

John A. Anderson
Marion County Director of Public Works

RECEIVED
APR 13 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
APR 15 1970
FOR FILING

SU-13(7)
17528

Klabos

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

April 10, 1970

Mr. Forrest Cooper, State Engineer
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

HIGHWAY DIVISION PROJECTS--
Wheatland Road-Chemawa Road
3rd Street-7th Street (Harrisburg)
Boone Slough-Nutes Slough
Chandler-Landrith Bridge
West 3rd Street (Rogue River)
Maple Creek Section
Airport Road-Hilton Road

The above-named projects have been coordinated with the interested state agencies and all concur in them. From a Traffic Safety standpoint, it has been recommended that energy absorbing barriers be installed wherever possible around roadside obstructions. Care must be taken to prevent stream bed encroachment for those sites which are aligned alongside streams. Completion of these projects should result in improved traffic movement over the sections.

Ed

Edward G. Westerdahl, II

RECEIVED
APR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Young
4-13-70

NOTED
FORREST COOPER

NOTED
R. L. PORTER

RECEIVED
MAR 20 1970

FOR FILING
SU-415(7)
7528

March 18, 1970

Mr. Wesley J. Kvarsten
Executive Director
Mid-Willamette Valley Council of
Governments
Room 19, Marion County Courthouse
Salem, Oregon 97301

Dear Mr. Kvarsten:

Attached are two copies of a map showing the location of the proposed improvement on North River Road (ORE 219) FAS 159, between Wheatland Road and Chemawa Road for your review in conformance with Section 204 of the Demonstration Cities and Metropolitan Development Act. Also attached are project data sheets to assist you in your review.

Upon completion of this review, please forward your comments to Mr. Robert E. Royer, Assistant Planning Survey Engineer, in our Traffic Engineering Section.

Your cooperation in this matter will aid in programming Federal-aid projects in Marion County.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
H. S. Cox
F. B. Crandall
D. J. Barbee
R. E. Royer

WDA:bls sr

PROJECT DATA

Chemawa Road-Wheatland Road Section
North River Road (ORE219), FAS 159
Marion County

Project Description:	Project to consist of preliminary engineering, right-of-way acquisition, grading and paving to improve the existing two-lane facility to four lanes.
Length of Project:	1.07 miles
Typical Section:	The proposed project will be a four-lane facility, 68 feet curb-to-curb with 4-12 foot travel lanes, a 16-foot median, and a 2-foot shy distance at the curbs. Footpaths, 5 feet in width, will be constructed.
Estimated Cost:	$330,000
Traffic:	1970 ADT-7,500; 1990 ADT-15,000
SATS:	The proposed project is within the boundaries of the Salem Area Transportation Study and is one of the recommended improvements in the transportation plan.

RECEIVED
MAR 11 1970
FOR FILING
[illegible]
7528

[illegible] copy
Wheatland Rd - Chemawa Rd Section

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 9, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notice of Intent to apply for federal assistance for seven federal-aid projects as follows:

State Administrative District No. 2	
Federal-Aid Primary	Wilson River Jct.-N. Plains Section Sunset Highway
State Administrative District No. 3	
Federal-Aid Secondary	Wheatland Road-Chemawa Road Section FAS 159
State Administrative District No. 4	
Federal-Aid Secondary	3rd Street-7th Street (Harrisburg) Sec., FAS 773
	Boone Slough-Nutes Slough Section FAS 585
State Administrative District No. 7	
Federal-Aid Secondary	Chandler-Landrith Bridge Section FAS 255

State Administrative District No. 8

Federal-Aid Secondary	West 3rd. Street (Rogue River) Maple Cr. Section., FAS 15-100
	Airport Road-Hilton Road Sec., FAS 15-107

The estimated date of filing for federal-aid funds on these projects varies from May 1970 to July 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase

ATTACHMENT B

NOTICE OF INTENT
March 9, 1970

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)
Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 3 City

County Marion Special District(s) (if applicable)

Other affected jurisdictions/agencies

---

2. Federal Program

Common Program Name Federal Aid Secondary

Authorizing Legislation Title 23 USC Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant	192,000	Source of State Agency Share (if any)	
Local Applicant Share	64,000 Marion Co.	General Fund	--
*State Agency Share	74,000	Other Funds (specify)	--
Other (specify)	--		
TOTAL	330,000	*Total State Agency Share	74,000

*Indicates totals should be equal.

---

4. Estimated Application Filing Date May 1970

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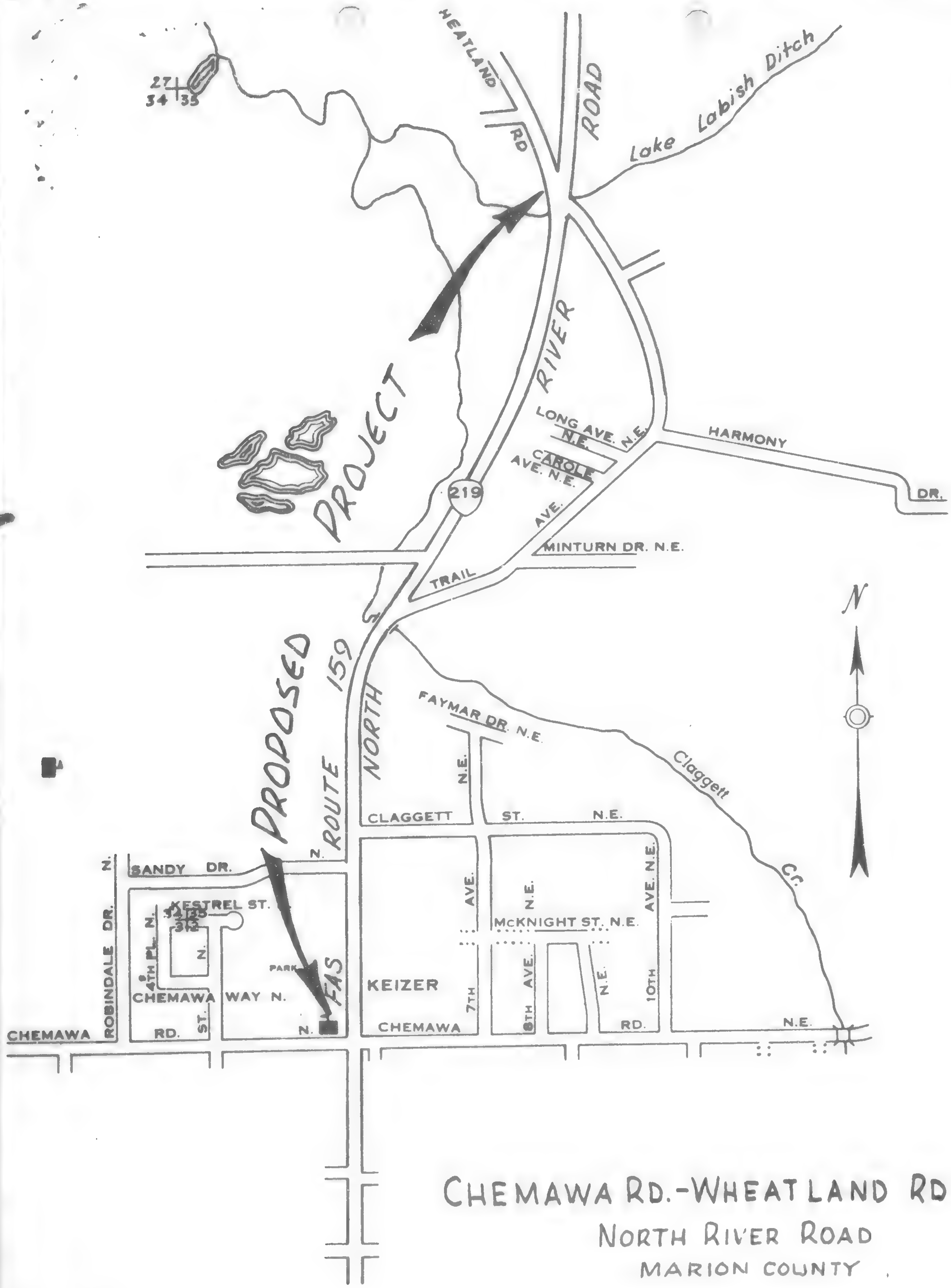
5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

WHEATLAND ROAD-CHEMAWA ROAD SECTION, FAS 159

Project to consist of preliminary engineering, right-of-way acquisition, grading, paving, and incidental work to improve the existing two lane facility to four lane.



CHEMAWA RD.-WHEATLAND RD. SEC.

NORTH RIVER ROAD

MARION COUNTY

FORM 2-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 12, 1969

SUBJECT: Wheatland Road-Chemawa Road Section
North River Road
Marion County FAS 159

To: E. J. Hall
RESIDENT ENGINEER

Hat - Bob

I have just received word from Bob Prange of City and County advising that Marion County has requested that we proceed with the location of the subject project.

As indicated to you verbally, will you please proceed with this location as soon as you can after completing the Pacific Highway East-Ward Drive Section, FAS 741 (Lancaster Drive).

Ted Kuenzi of the Marion County Engineering staff has requested that they be contacted prior to your commencement of either of these projects.

R. D. Asburry
R. D. Asburry
DIVISION ENGINEER

RDA/cg

cc: D. J. Barbee
H. S. Cox

NOTED
HAROLD
REYNOLDSON

NOTED
H. S. COX

RECEIVED
NOV 14 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Aresmeier

NOTED
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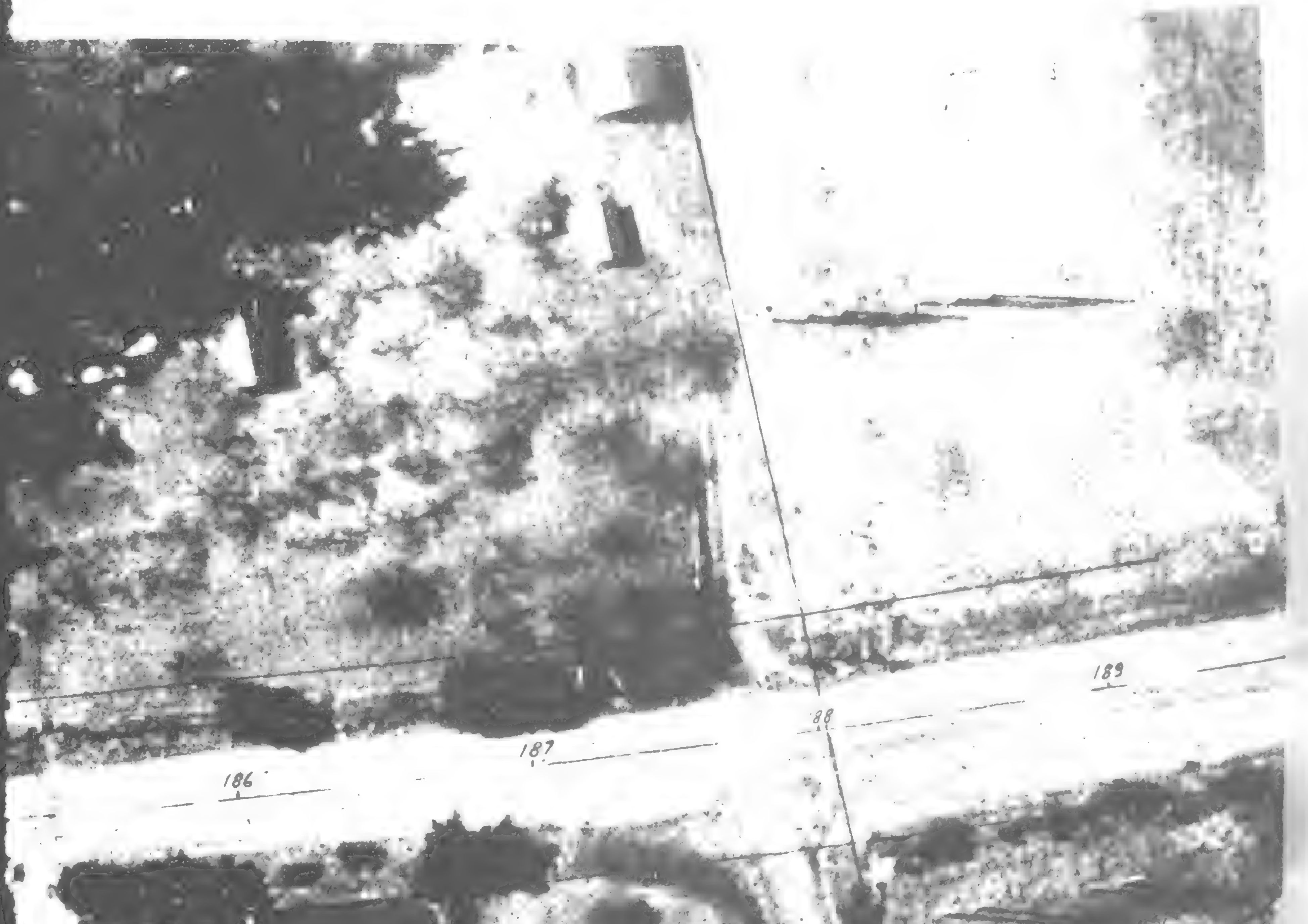
NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL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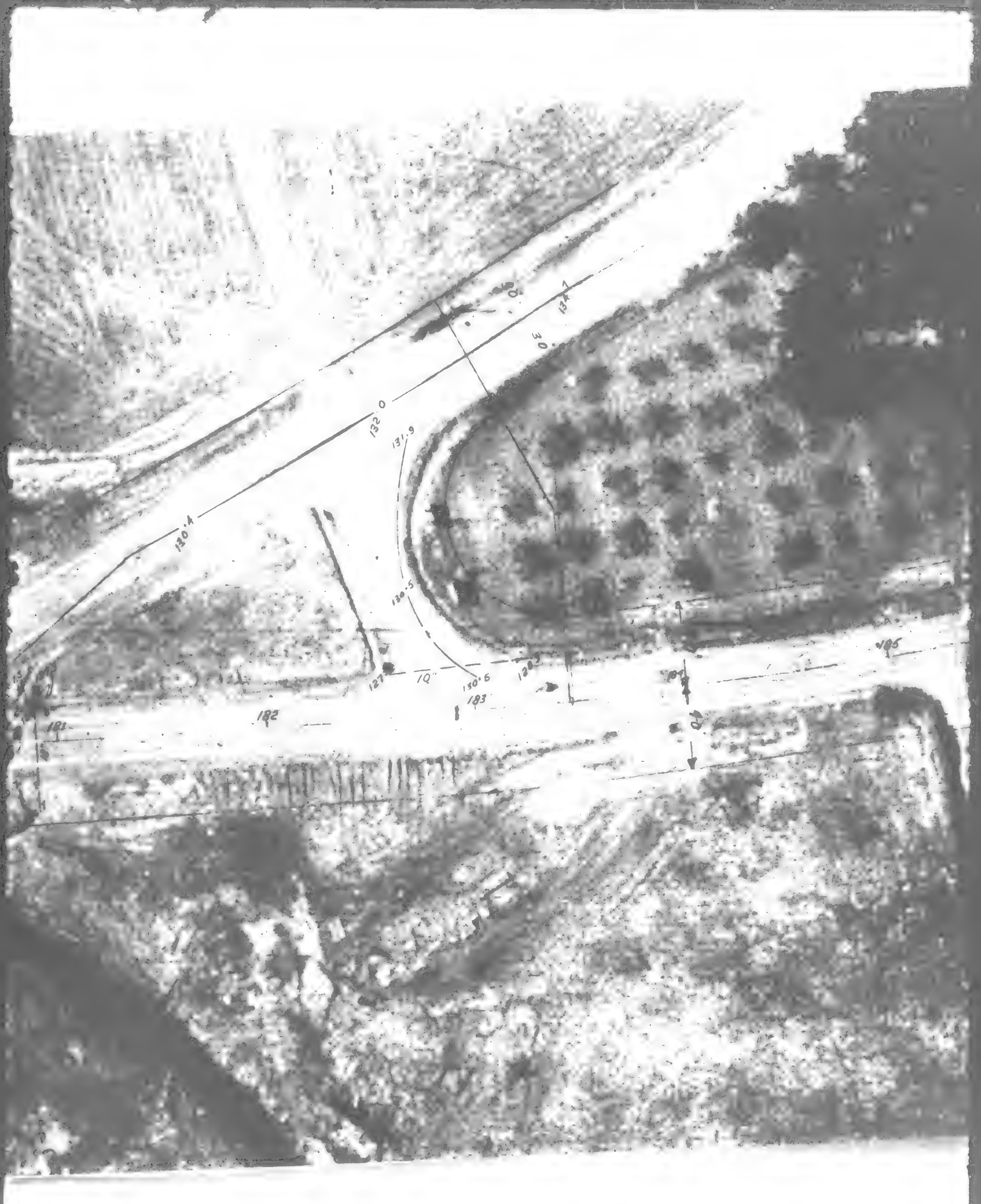

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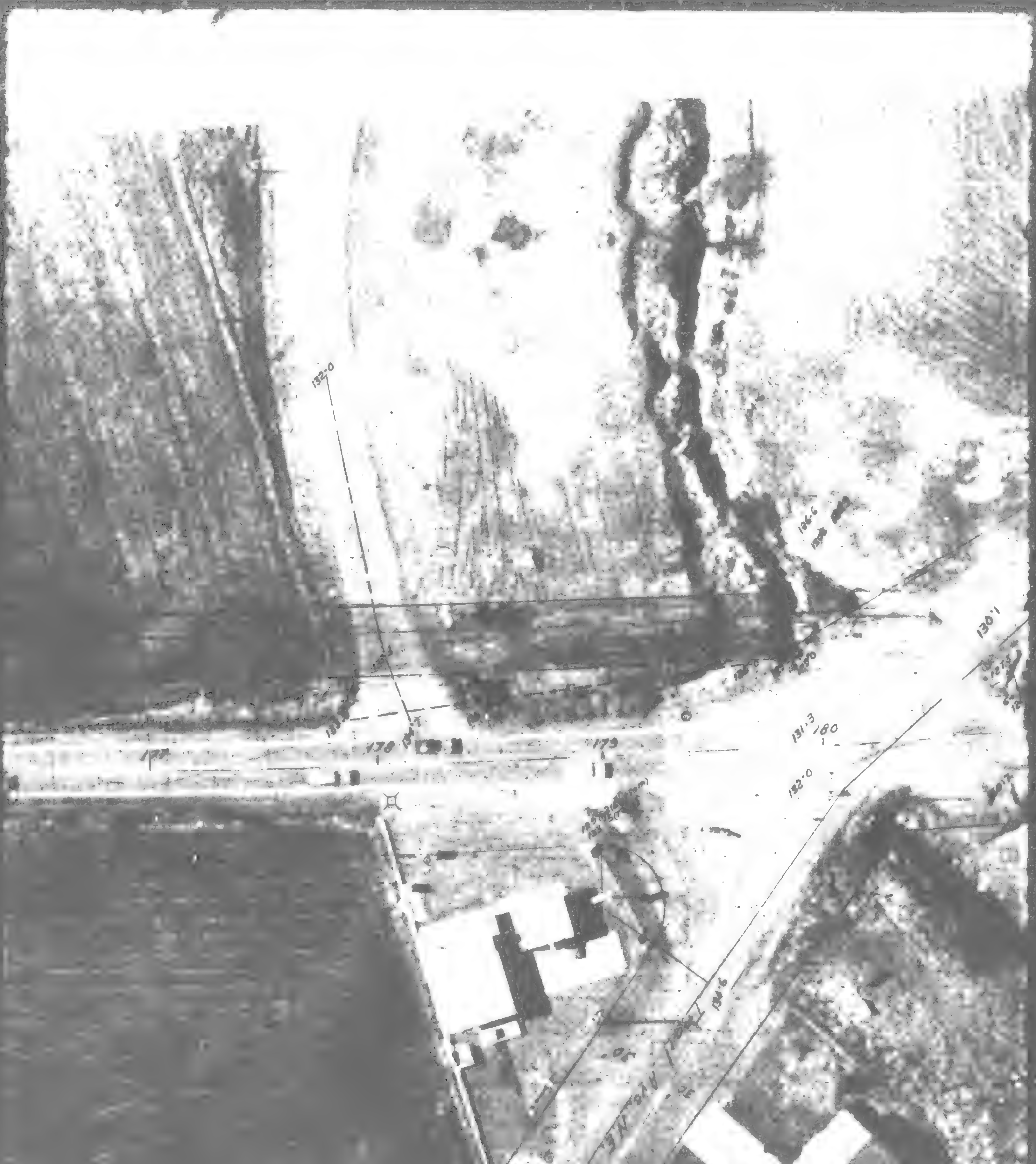
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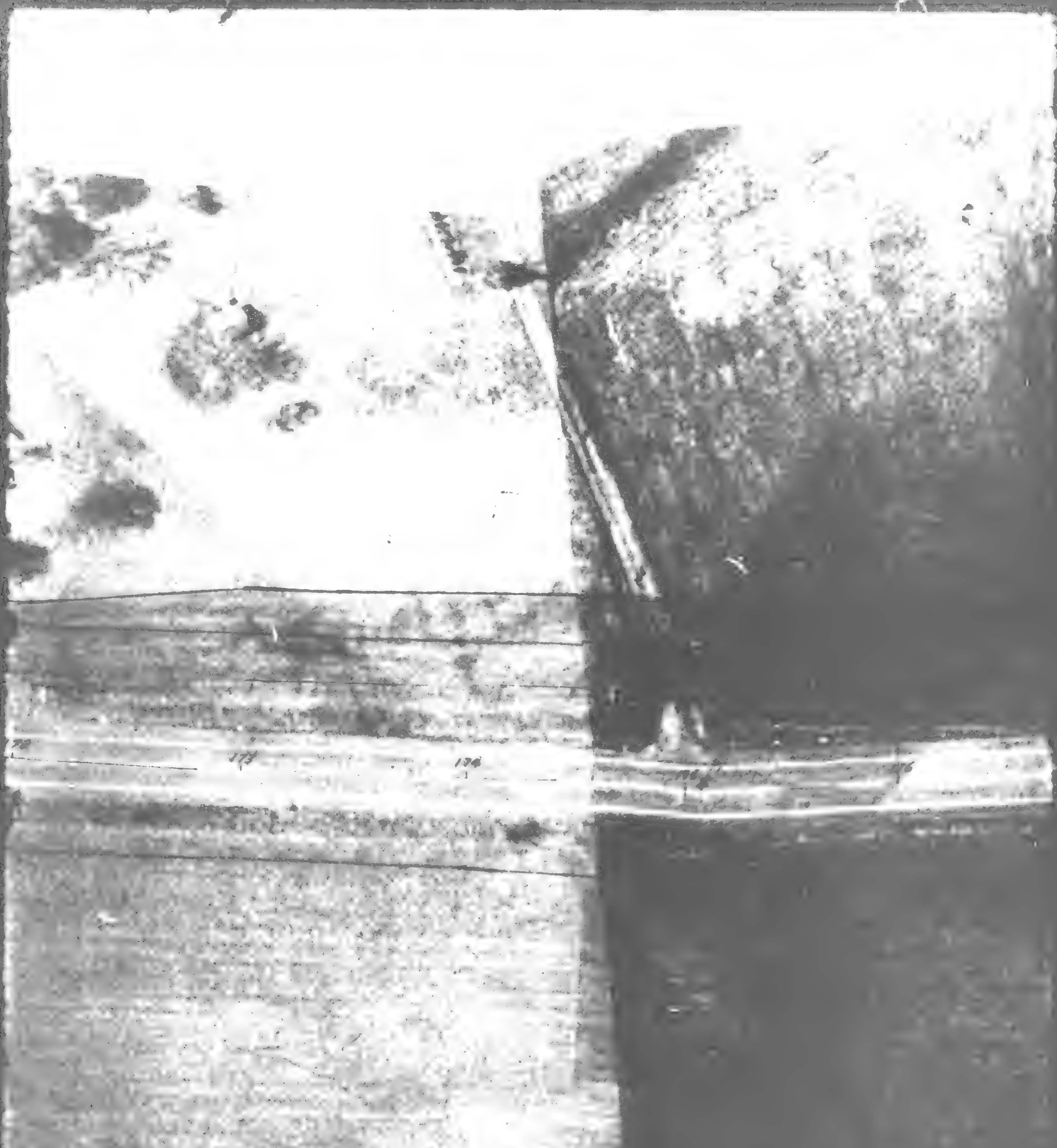
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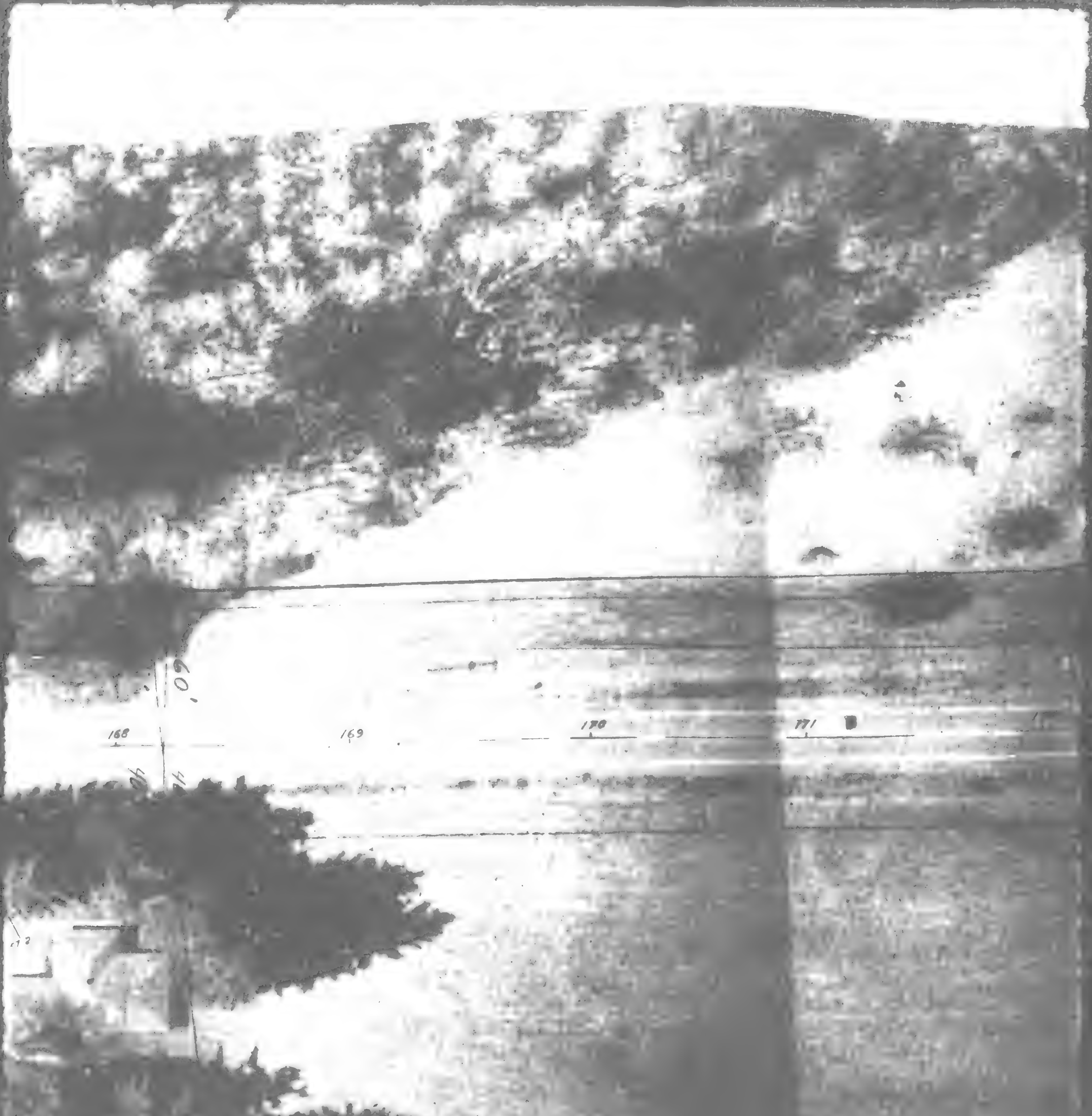
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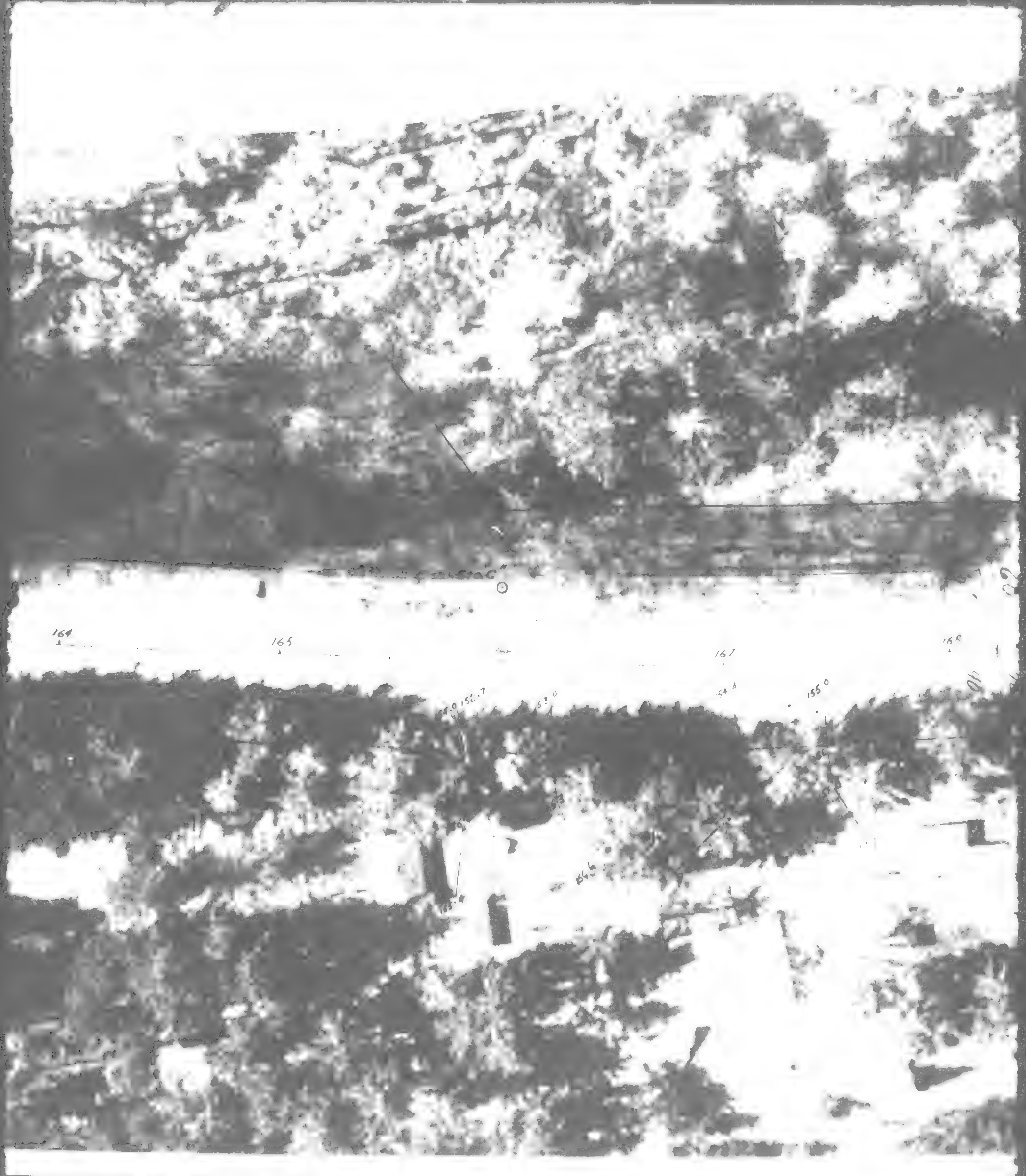
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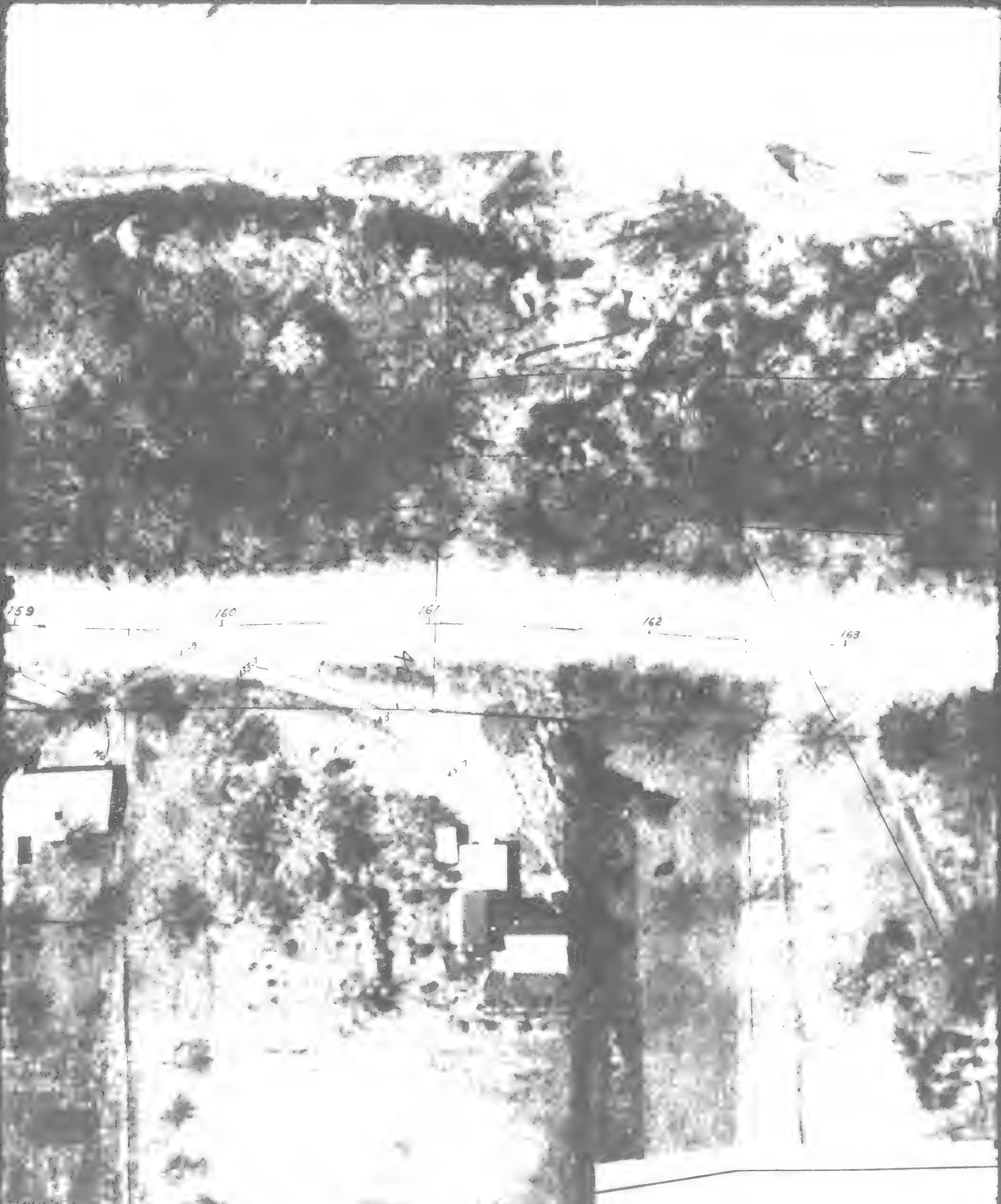
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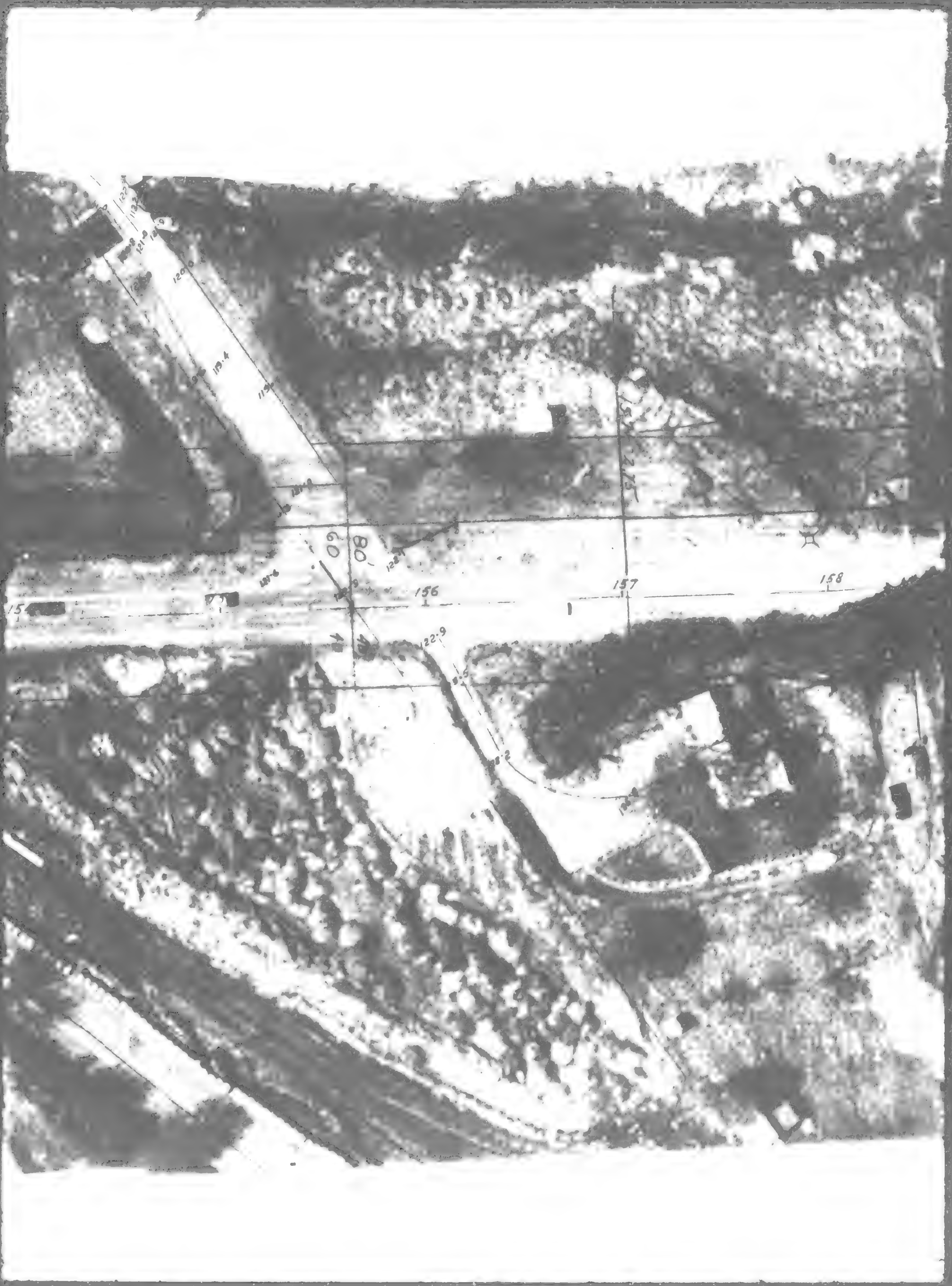
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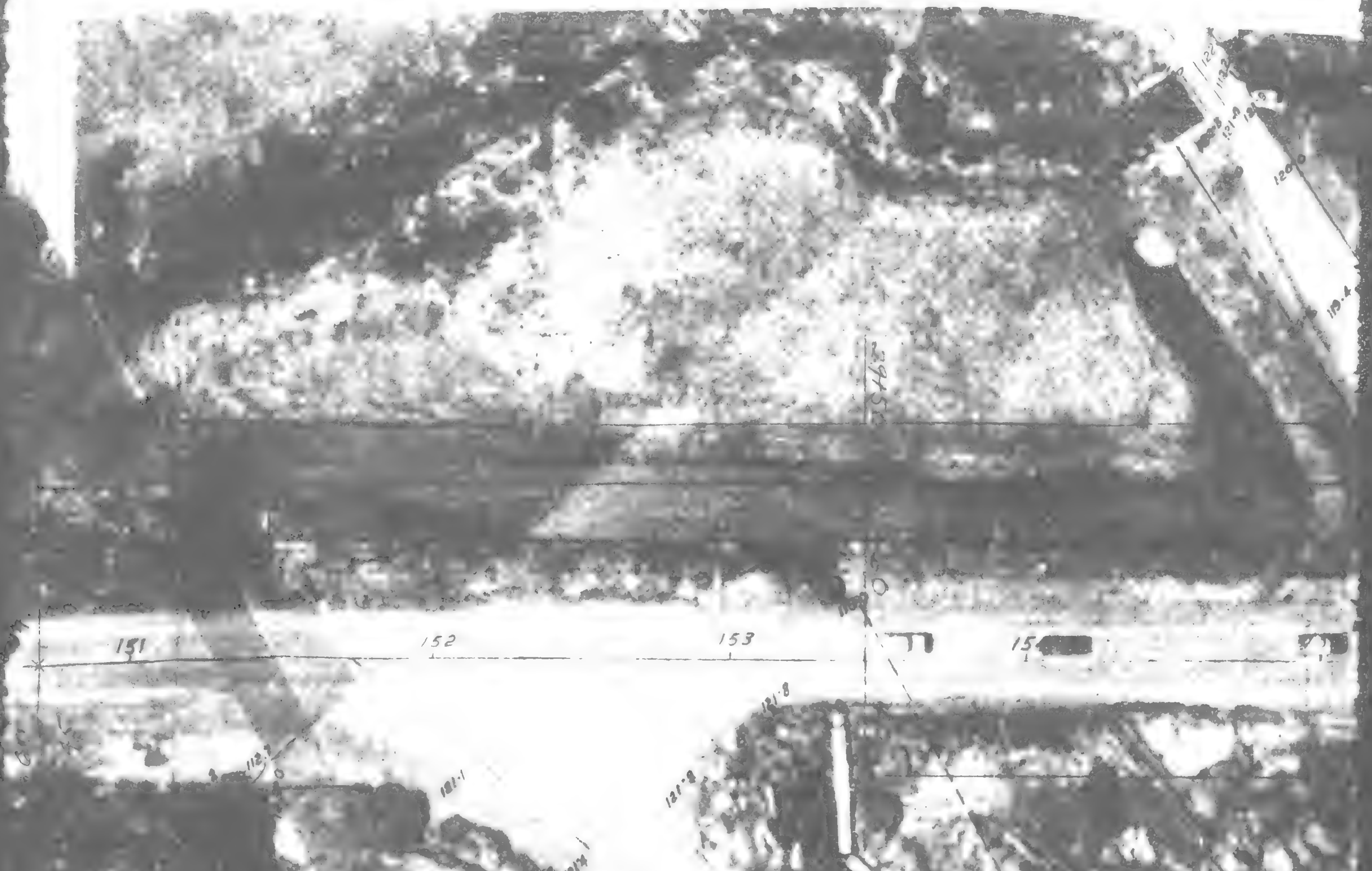
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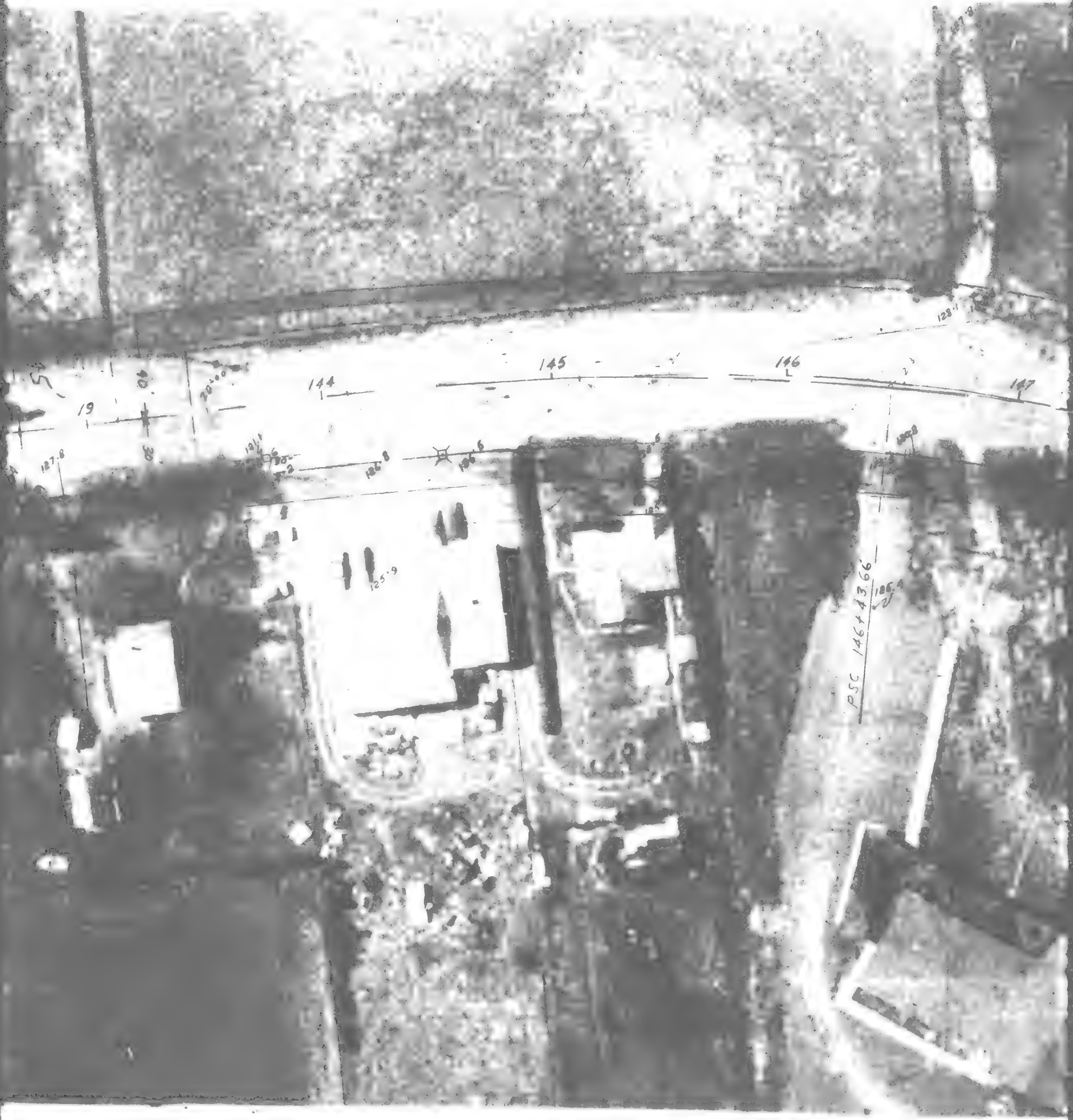
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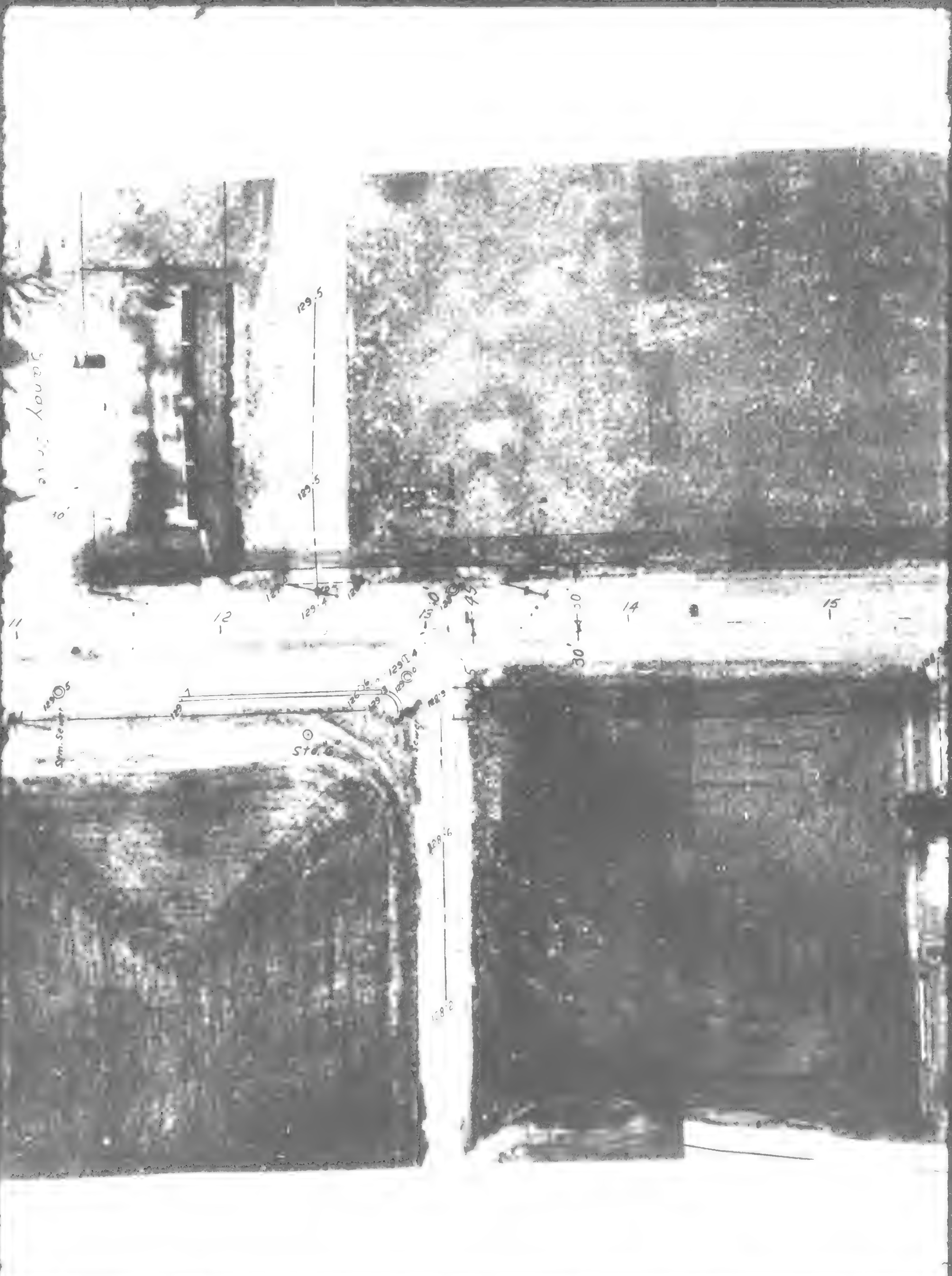
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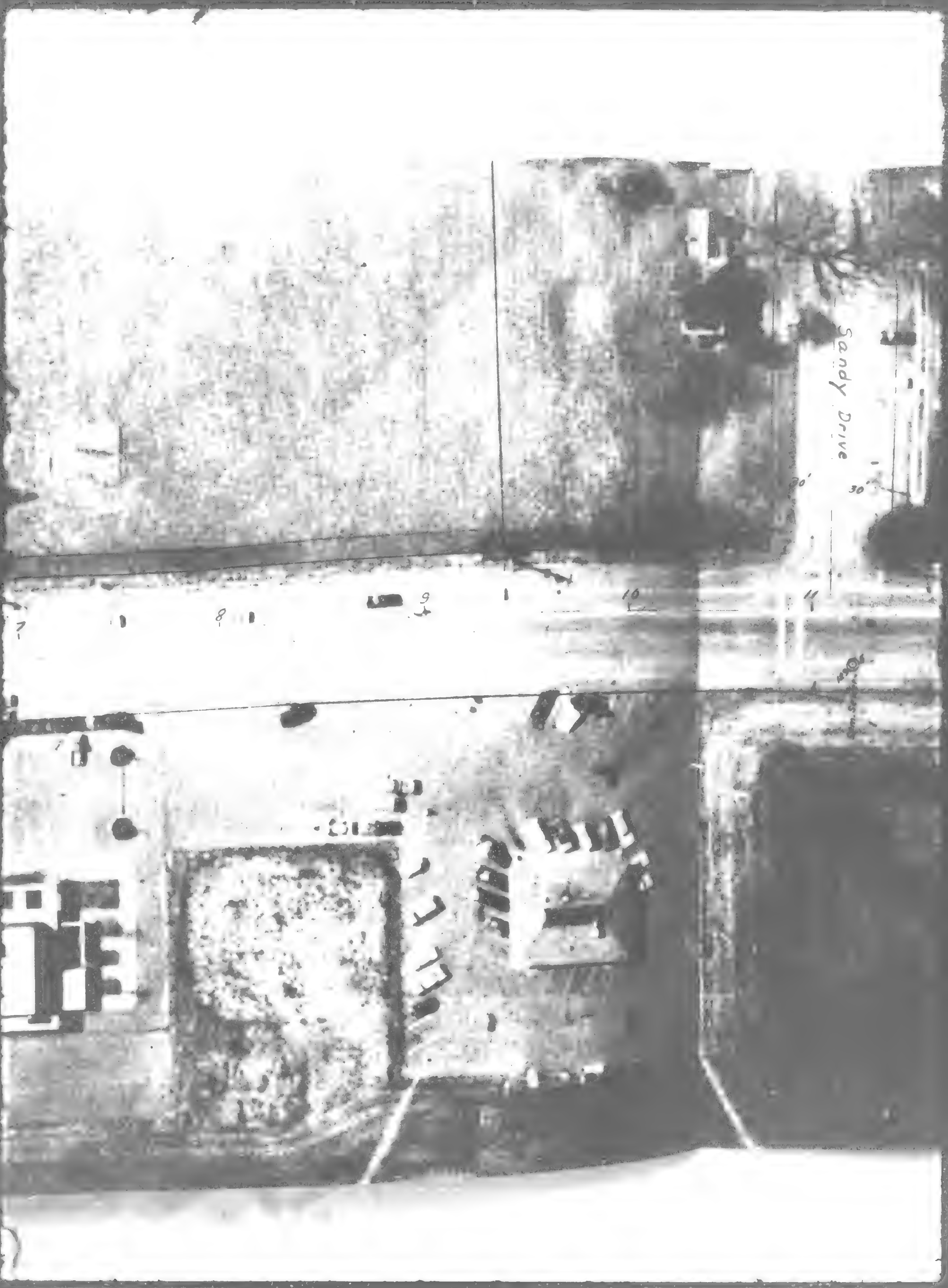
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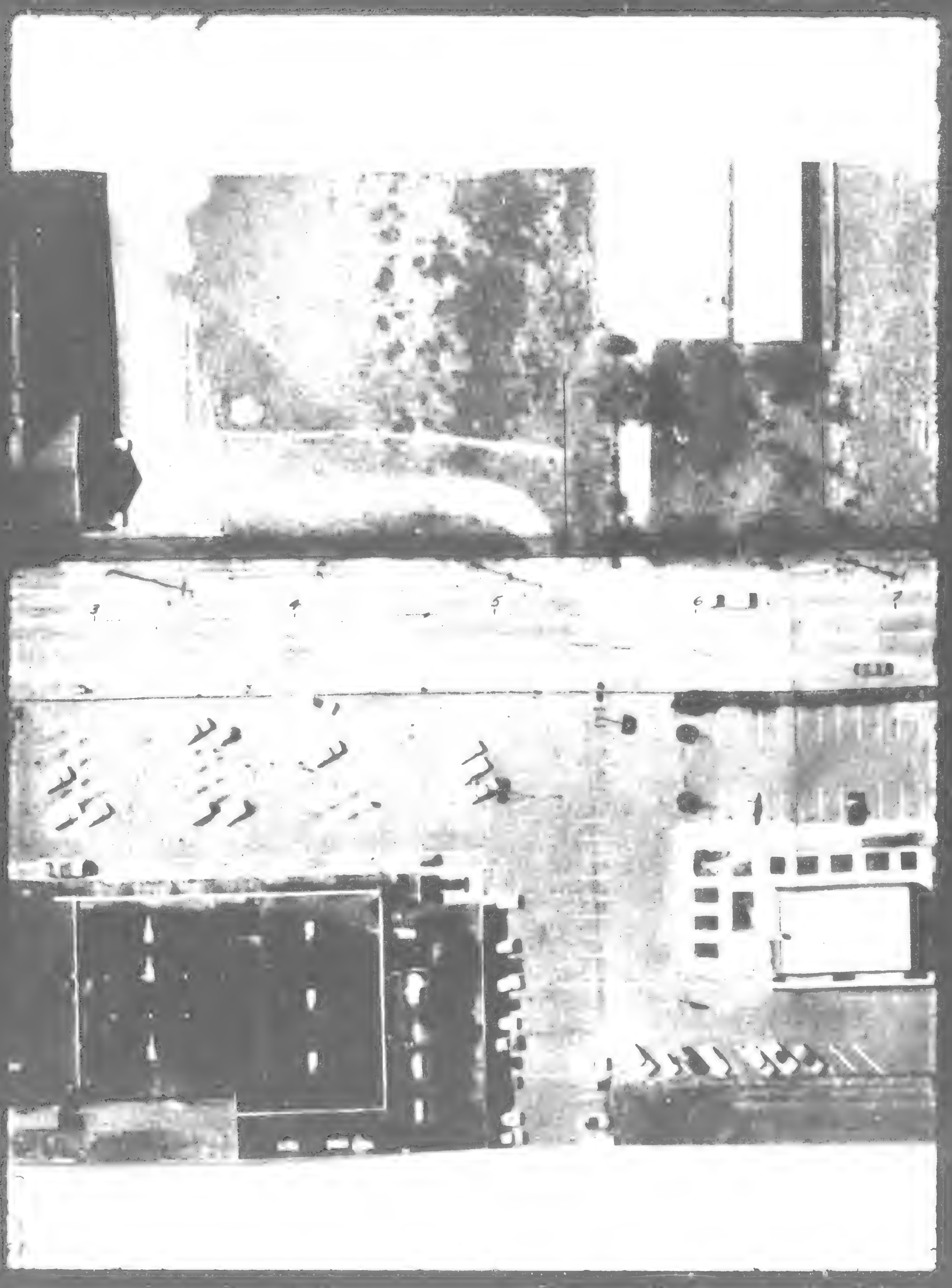
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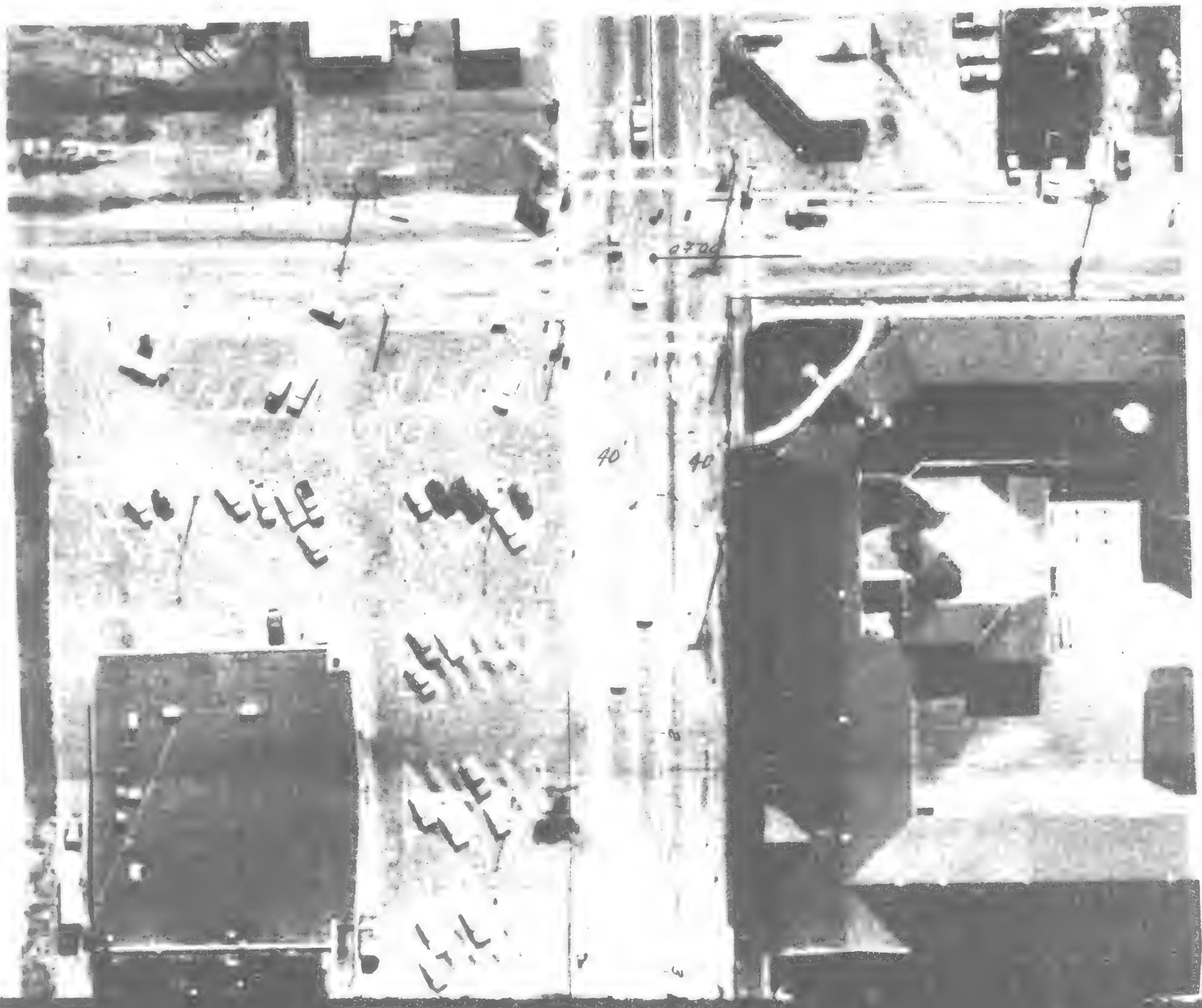
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...RS
...MATTSON CHAIRMAN
...CARTHY
...Y CARSON, JR.
EXECUTIVE SECRETARY
BRUCE PROSSER
LEGAL COUNSEL
DUANE R. ERTSGAARD

MA[illegible]
BOARD OF COMMISSIONERS
COURTHOUSE
SALEM, OREGON 97301

TELEPHONE 364-4401
AREA CODE 503

October 3, 1969

NOTED
H. S. COX

County-City Division
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

RECEIVED
[illegible]
ENGINEER
COUNTY & CITY DIVISION

Attention: Mr. Robert Prange

Gentlemen:

In accordance with requests contained in your letter dated May 1, 1969, relative to the Public Corridor-Design Hearing for Market Road No. 24, (North River Road) from Chemawa Road to the McNary Wye there is transmitted herewith:

1. Typewritten verbatim transcript of the public hearing.
2. Copies of all notices published and newspaper article.
3. Copies of notices of other hearings held relative to this improvement.

The Marion County Board of Commissioners has examined and studied the context of the transcript and also the effects of the location and design of the proposed improvement in relation to its effect from a social and economic standpoint. It is determined that the project is compatible to the Salem Area Transportation Study relating to land use and traffic planning, and is also compatible with the Marion County Arterial System.

Very truly yours,

MARION COUNTY BOARD OF COMMISSIONERS

Henry C. Mattson
Chairman

Pat McCarthy
Commissioner

Harry Carson Jr.
Commissioner

im
Enclosures

NOTED
R. H. PRANGE

NOTED

VERBATIM MINUTES
FORMAL CORRIDOR-DESIGN HEARING
CHEMAWA ROAD TO MCNARY WYE SECTION OF NORTH RIVER ROAD (MARKET ROAD NO. 24)

AUGUST 7, 1969, 2 P.M.
ROOM 129, MARION COUNTY COURTHOUSE

Theodore Kuenzi

Ladies and gentlemen, it is 2 p.m., Pacific Daylight Time, August 7, 1969, which time has been established for this combination corridor and design public hearing on the Chemawa Road-McNary Wye section of River Road North (Market Road 24) lying in Marion County, Oregon.

This hearing is being held in conformance with State and Federal regulations. Informal hearings have been held at which time you were able to discuss with the Marion County engineering and right-of-way personnel, problems concerning elements of design and-and corridor for this segment of the County Highway system.

As I indicated, this is a combination corridor and design system public hearing, and while it is the County Highway Department's belief there is no corridor which can be considered as an alternate, in compliance with the Policy and Procedure Memorandum under which we are operating today, testimony will be accepted on alternate routing, if offered, as well as on the details of design outlined in our proposal.

The hearings were advertised in-in the legal notice section of the papers of the area in conformance with State and Federal regulations. The news media have been very cooperative to the end that the public must surely have been well informed that there was to be a formal hearing today preceded by informal hearings.

In January, 1969, the Federal Highway Administration put into effect a Revised Policy and Procedure Memorandum governing public hearings. This memorandum sets forth the rules under which we are conducting today's corridor-design hearing relating to this proposed federal-aid project. We are here to afford you the opportunity to express your opinions regarding this proposal.

Further, under the new Policy and Procedure Memorandum, you may make both oral and written statements, and in addition anyone, regardless of whether he has-has or has not made a statement today, will have an additional ten days to submit written comments which will be made a part of the record of this hearing. This can be done simply by addressing a letter to the Marion County Highway Department, Courthouse, Salem, Oregon, zip code 97301.

This hearing, including all statements and comments, will be transcribed verbatim and sent-and sent-to the State Highway Department for review. All testimony given at today's hearing will be evaluated to determine the socio-economic impact and the feasibility of the proposal.

We will follow a schedule in the conduct of the hearing: First, an engineering description of the proposal will be presented; next, a brief explanation of the right-of-way procedures will be given; then everyone wishing to make a statementwill be given the opportunity to do so.

So that you know those of us at the front of the room, on your far right, Harvey Thurlwell, Right-of-Way Agent; on your left, Elmer Seay, Deputy County Surveyor, and I am Ted Keunzi, Assistant Director of Public Works. I might say that on the end of the table on your far left is Ila McCallum your secretary.

At this time, I will call on Mr. Seay to explain to you the County's proposal.

Elmer Seay

The purpose of this proposed project is for the widening and improving of the Chemawa Road to the McNary Wye section of River Road North known as Market Road No. 24. The northerly end of the project is at the intersection of River Road and the Wheatland Ferry Road. The southerly end of the project at the junction of Chemawa Road. The length of the project is 1.06 miles.

Referring to the hearing map you will note the various colors. The yellow area is the existing pavement and will remain in place. The red is the new right-of-way.

During 1968 the average daily traffic for this section was 5,600 at a point 200 feet south of the McNary Wye, and 9,600 at a point 150 feet North of Chemawa Road, the traffic figure at this point was increased from 5,150- to 5,150-in 1965 to 5,400 in 1966, to 8,500 in 1967 and to the aforementioned figure of 9,600 in 1968 an increase of 86 percent. The existing captivity of this facility is 9,900 vehicles per day and the captivity of the project after the widening and improving of this section of River Road will be 21,600 vehicles per day. The Salem Area Transportation Study projected the anticipated loading in 1982 to be 11,500 vehicles per day. However, this figure is obviously too conservative to the sharp increase in traffic volume from 1967 to 1968, and to the mentioned and to the continued increase in volume due to the new development to the north of this project.

The alignment and grade of the proposed facility will be-will- approximate that of the existing highway. The existing curve at Trail Avenue will be flattened to improve the horizontal alignment.

The proposed project will be four-lane facility, having a 16-foot mediam, 12-foot inner travel lanes, 14-foot outer travel lanes, 5-foot walks, with concrete curb, and left turn refuges will be provided within the 16-foot median.

The physical characteristics of this proposed project are as follows: total length, 1.06 miles; total central angel 63 degrees, 41 minutes, 24 seconds; total number of curves, 2; maximum curve, 5 degrees; number of maximum curves, 1; maximum central angel, 1 curve, 34 degrees, zero zero minutes, 24 seconds; maximum grade, 3.75 percent; length of maximum grade, 400 feet; length 3 percent grade or over, 550 feet; total rise and fall, 68.5 feet; highest grade elevation, 155.2.

Theodore Kuenzi

Thank you Mr. Seay. At this time I'd like to call on Mr. Thurlwell to explain right-of-way procedures and relocation assistance.

Harvey Thurlwell

Any property which is required for the construction of a project, such as the one being discussed today, will be appraised on the basis of"Market Value." Market Value is defined as the price a willing buyer would pay for property offered by a willing seller with neither party having any-any-obligation to buy or sell. To pay more than the market value of property would be unfair to taxpayers who provide-who provide-the monies for road improvements. To pay less than market value would be-would be- unfair to the property owner.

In accordance with the Federal-Aid Highway Act of 1968, the following assurances must be given: 1. That every reasonable effort will be made to acquire real property by negotiation. 2. That no person shall be required to move from his home, farm, or business location without at least

90 days written notice. 3. That an amount will be established which is believed to be just compensation and a prompt offer will be made to acquire property for the full amount so established.

The 1968 Federal-Aid Highway Act also liberalized the benefits available to persons who are displaced from their homes, farms, or business locations. We are obligated, therefore, to provide relocation assistance to anyone who is displaced and required to move from his home, farm, or business location by federal-aid highway programs. The Oregon State Highway Department has published a brochure explaining the relocation assistance program. Copies of this brochure are available at this meeting.

It has been recommended (clearing throat), excuse me, (clearing throat), it has been recommended by the Salem Area Transportation Committee and the Mid-Willamette Valley Council of Governments that this facility be widened to a width of 120 feet, however, the Marion County Board of Commissioners and the Marion County Director of Public Works, after extensive study of the terrain and the proximity of the existing-of the existing-improvements to the proposed facility, have deemed it not feasible and beyond the capabilities of the present or future road budgets.

Theodore Kuenzi

Thank you, Mr. Thurlwell. At this time statements will be taken for or against the proposal, and I want to again assure you that the entire proceedings of today's hearings are being recorded and will be evaluated. Once again, I would like to remind you that we will accept additional written comments for ten days after the close of the hearing. We'll call on--see we have no government officials here today, so we will call on a-a the representative from the Keizer Fire Department, Duane Sanford.

Duane Sanford

Yes, I am Duane Sanford fromthe Keizer Fire Department-

Theodore Kuenzi

Just a minute, Duane, please. (Mr. Sanford is handed a microphone.)

Duane Sanford

This is Duane Sanford from the Keizer Fire Department. A-the only thing I would like to say is that I feel this is a very much needed project. A-it-its getting pretty well conjested. The walk-walking traffic is-there is-there is no place for them to walk alongside the road. So it looks to me like we need the sidewalks as bad as we need anything. A-I'd just like to say -a- lets get going. We need it done real bad. Thank you.

Theodore Kuenzi

A-thank you, Mr. Sanford. Now I will call on Jim Nightengale, representing the Keizer Water District.

Jim Nightengale

Thank you, Mr. Kuenzi. A-it's our feeling that for the orderly growth out north of Keizer--we have two large subdivisions now--McNary Heights, Terrace Green and also the McNary Golf Club-a-in that area. These-a- subudivisions are no-a-going pretty well. A-Northwood-up off of Lockhaven is now under full development--or in the start of full development--and we feel that -a- with the new school at Whiteaker, the school at McNary High School, that this traffic has a-that-that to alleviate the problem with traffic this highway must be widened. Thank you.

Theodore Kuenzi

A-thank you Mr. Nightengale. Now I'll call on Mrs.

Fred Rose of 5320 River Road North.

Mrs. Fred Rose

Gentlemen-a-yes-Gentlemen, -a-no one knows any better than we do how badly this road needs widening. We've lived there on it a long, long time, and it surely has increased the traffic through the years. Nevertheless, I feel inclined to express my protest -a- because of -a- what we feel it is going to do to our property. We have some very old-a-trees there -a- four large old black walnuts and a-a- smaller group of -a- fir trees-evergreens-a- these trees have always given us complete shade for the house from 3 o'clock on through the heat of the afternoons. They served as a real noise barrier as well against -a-the -a- racket we have to contend with there and -a- last but not least, these have been a tremendous insurance to us -a- that cars were not coming-the wrecked cars were not coming into our bedroom or living room. We've had-in the last 30 years we've had three, which perhaps isn't too great a percentage, but we've had three wrecks -a- all of them striking into those trees--two of them wrapped right around the trees and the other one upset and was in the front yard.

Now those trees we feel quite sure--or those wrecks we feel quite sure would have come on into the house had those trees not been there and, of course, with the traffic coming even closer to the front of the house we-we are a little uneasy about this. -a- I think that's about the extent of my protest.

Theodore Kuenzi

A-thank you Mrs. Rose. -a- Now I'll call on James Sanford, 5390 River Road North, representing -a- Sandy's Garage.

James Sanford

I'm James Sanford and 5390 North River Road -a- the only -- we are throughly in favor of this four-way road and all the -a- objections we have is we would like reimbursement on the two large oak trees in front of the property at 5350 North River Road and the -a- asphalt which we have laid out in front of the shop plus the frontage per foot is all we are asking.

Theodore Kuenzi

-a- Thank you Mr. Sanford and I would say that -a- you'll be compensated for anything that is taken. Now is there anyone else has anything further to say? (Pause) Mr. Reynoldson?

Harold Reynoldson

I am-I am the State Highway Department--name is Harold Reynoldson. Only one thing you said that is a matter of -a- no great consequence. You just said it was -a- you wanted a sidewalk and when you put asphalt in we say it is a footpath. -a- A matter of detail. This is because when they say a concrete--they say it's a sidewalk and when it is a footpath it is concrete--asphalt. It's nothing-its just a little detail.

Mrs. Fred Rose

As I understood it--As I understood it the sidewalks are to be concrete or blacktop? Now I didn't just catch that in--

Theodore Kuenzi

The sidewalks are to be -a- blacktop.

Mrs. Fred Rose

Blacktop?

Harold Reynoldson

If there is any concern as to what the asphalt or the concrete sidewalks are,a good example is right out on Lancaster. The county has put asphalt sidewalks out there. They have been there since '63 and -a- they look practically as good as they were new so there will be--no don't be uneasy about the asphalt sidewalk because they are--they are quite utility really.

Theodore Kuenzi

Thank you, Mr. Reynoldson. Anything further at this time? (Pause) If there is nothing further, I thank all of you for being present today, and I declare the hearing officially closed at 2:19.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT
Memorandum

NOTED
H. S. COX

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: September 8, 1969

In reply refer to: 08-35-EC

Klaboe

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project SU 45(-)
Chemawa Road - Wheatland Road Section, FAS 159
Oregon Project SU 528(-)
99E - Ward Drive Section, FAS 741
Design Features

I concur in the design features, for the above two proposed FAS-C projects, as set forth in Mr. Prange's August 18, 1969 letter.

For future projects, where parking lanes are to be provided, consideration should be given to providing parking lanes at least 10' in width and perferably 12' as set forth in the AASHO "Geometric Design Standards for Highways Other than Freeways".

9-9-69
Cox - Barber
By Asst. State Hwy. Engr.

RECEIVED
SEP - 9 1969
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
SEP 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

Noted
Oscar H. Norberg

NOTED
P. B. [illegible]

NOTED
MAINOR C. HOLMES

NOTED
HAROLD
[illegible]NOLDSON

NOTED
DON HARWELL

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
H. S. COX

8-19-69

PREFIX NO. 524-1438

RECEIVED
AUG 21 1969
ENGINEER
COUNTY & CITY DIVISION

LOCATION PROSPECTUS
WHEATLAND ROAD-CHEMAWA ROAD SECTION
NORTH RIVER ROAD FAS 159
MARION COUNTY

HIGHWAY: North River Road. FAS 159.

TERMINI: The northerly terminus is at the junction of Wheatland Road and North River Road. The southerly terminus is at the junction of Chemawa Road and North River Road.

LENGTH: 1.07 miles.

PROGRAM: FAS-C Project.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for widening and resurfacing along the existing centerline to four lanes.

CHARACTERISTICS: Existing ADT is 7,500. Projected 20-year ADT 15,000.

STANDARDS: Class A(4). Deviations from State and AASHO standards are anticipated in shoulder width.

TYPICAL SECTION: Four 12-foot lanes, 16-foot median, and 2-foot shy distance with 5-foot footpaths. Storm sewers will be installed.

BRIDGES: No major stream crossings.

ACCESS: Direct to pavement. Limited as to location and width. Unrestricted land use.

MAT'L SOURCE: Local sources.

ADD'L FACILITIES: No railroad crossings.

AGREEMENTS: Routine FAS-C agreement. Routine utility adjustments.

STATE PARKS OR ROADSIDE REST AREAS: None affected.

Attachment
August 19, 1969
cc's: List attached

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

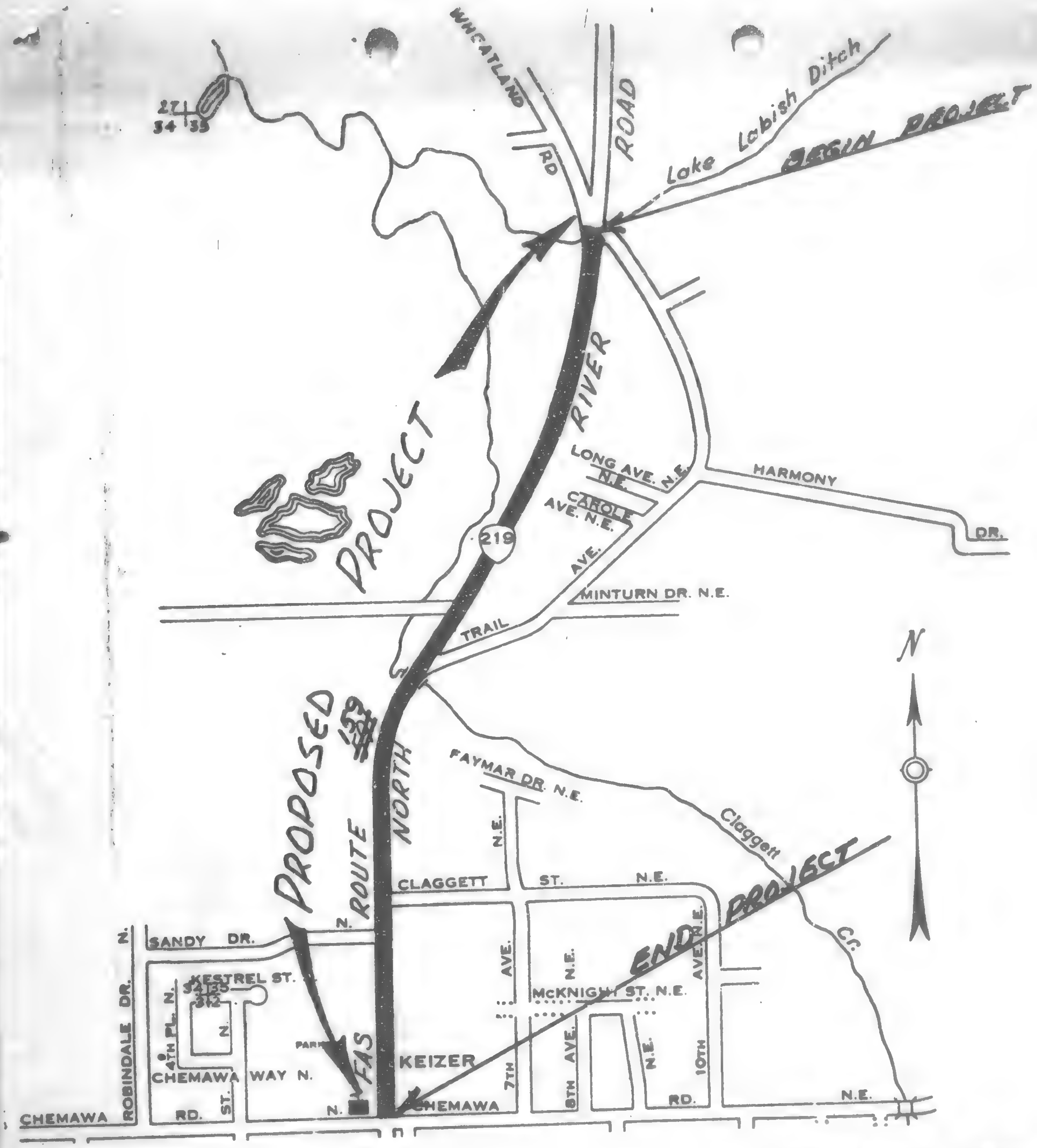
Noted
Oscar H. Norberg

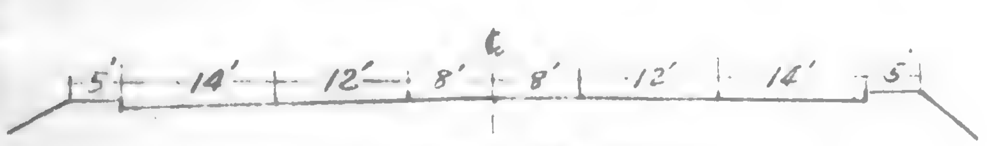
NOTED
RICHARD UNREIN

NOTED
F. B. [illegible]

NOTED
[illegible]

cc's: Bureau of Public Roads (3)
R.D. Asburry (4)
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D.J. Barbee
F.B. Crandall
F.L. Hall
E.S. Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F.D. Morgan
L.H. Young
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B. L. Gifford
W.N. Hackleman
V.J. Johnson
A.D. Olson
R.E Olson
Jack Rowland
Robert Royer
C.G. Swenson
W.H. Tebeau
F.E. Terpin
O.C. Turner
F.W. Yarbrough (2)





TYPICAL SECTION

PROSPECTUS MAP
WHEATLAND RD-CHEMAWA RD
NORTH RIVER ROAD
FAS 159
MARION, COUNTY
AUG. 1969

NOTED
H. S. COX

August 18, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

The basic design features of two proposed FAS-C projects, namely, the Chemawa Road-Wheatland Road Section of North River Road, FAS 159, and the 99E-Ward Drive Section of Lancaster Drive, FAS 741, in Marion County were discussed by R. H. Prange with Mr. Valach this afternoon. Based on Mr. Valach's verbal concurrence, we will proceed to perform the survey and design the two projects as follows:

Chemawa Road-Wheatland Road Section, FAS 159 file
4 - 12-foot travel lanes
1 - 16-foot median
2 - 2-foot shy distances from curbs
Total width between curbs - 68 feet
Parking eliminated
80-foot right-of-way plus slope and construction easements

99E-Ward Drive Section, FAS 741
4 - 12-foot travel lanes
1 - 4-foot median
2 - 8-foot parking lanes
Total width between curbs - 68 feet
Parking lanes eliminated to provide 16-foot median for turning movements at major street intersections
80-foot right-of-way plus slope and construction easements

Marion County held a public hearing based on the above design features of the Chemawa Road-Wheatland Road Section and has held other hearings in the process of acquiring right-of-way by the resolution method pursuant to Oregon statutes.

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
DON HARWELL

The design features, including the widths and number of lanes, for the 99E-Ward Drive Section are a continuation of the same design as former projects on Lancaster Drive. Right-of-way for the proposed project was acquired by the County by the resolution method prior to the issuance of the new PPM 20-8 and hearings were held during this process.

We feel that the designs of the above two projects, although slightly irregular, are quite adequate for this type of urban arterial and your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

for M. S. Cox
County and City Engineer

RMF:mm

cc: D. J. Barbee
L. M. Young
R. D. Asburry

MARION COUNTY
PROPOSED PROJECT (1969 Funds)

FAS 159 - North River Road; Chemawa Road-Wheatland Road Section.
Clear, grade, drain, base, curb, and pave approximately
1.07 miles - $320,000.

This project is to consist of clearing, grading, draining, basing, curbing, and paving with A.C. a 68' curbed section for 4-12' travel lanes, 16' median, and 2' shy distance. Also to have 5' A.C. footpaths. There will be no parking.

There is no marketable timber. There are two culverts that have to be extended.

County to acquire right of way by resolution.

State to make survey and plans.

Hearing required.

HIWAY COMMISSION
APPROVED ON

JUL - 8 1969

69-d
6/27/69

JOHN A. ANDERSON, P. E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

CHARTER MEMBER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301

AREA CODE 503
364-4401, EXT. 53

RECEIVED
JUN 26 1969
ENGINEER
COUNTY & CITY DIVISION

June 18, 1969

County and City Division
Oregon State Highway Department
Oregon State Highway Building
Salem, Oregon 97310

Gentlemen:

Marion County is contemplating the improvement of North River Road from Chemawa Road to the McNary Wye.

The right-of-way is being obtained by the resolution method to a minimum of 80 feet from Chemawa Road to Claggett Street and 90 feet from Claggett Street to McNary Wye. The section from Chemawa Road to Claggett Street is not in accordance with the recommendation of the Salem Area Transportation Study, but because of the approximation of the school to the right-of-way, the 80-foot right-of-way is the only solution for the immediate future.

The temporary work easements will be obtained from private property owners allowing the County to adjust driveways, drainage lines, water lines, and other appurtenances to insure final completion of the project and to insure property owner rights.

The Council of Governments has been requested to review the project as required by the Federal Aid Secondary System.

The Federal Aid forms requested by your office are enclosed.

Very truly yours,

John A. Anderson

John A. Anderson
Director of Public Works

im
Enclosures
cc:Board of Commissioners

NOTED
R. H. PRANGE

RECEIVED
JUN 26 1969
ENGINEER
COUNTY & CITY DIVISION

COUNTY ROAD FAS PROJECT DATA

1. Name of County Marion FAS No. 159
2. County Road Name River Road North
3. Section Name Chemawa Road to McNary Wye Length 1.07 miles
4. Type of Project 4-lane curbed section
5. Survey to be done by: State x County ____
(NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes ____ No x
Will it be furnished? Yes ____ No x
7. Wearing Surface: Type AC Width 68 feet Shoulders none
8. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract x
9. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract x
10. Leveling Course:
By County ____ County Date of Completion ____ By Contract x
11. Wearing Surface:
By County ____ County Date of Completion ____ By Contract x
12. Clearing:
By County ____ County Date of Completion ____ By Contract x
13. Is there any merchantable timber on right-of-way? Yes ____ No x
14. Will timber be reserved for owner? Yes ____ No x
15. Will timber become property of contractor? Yes x No ____
Remarks ____

MATERIAL SOURCE -

16. Gravel x Quarry ____ Cinders ____
17. Owner: County ____ State ____ Private x
18. Location: ____ Section 35 Township 6S Range 3W W.M.

NOTED
[illegible] 61-4 R. H. PRANGE

19. Materials furnished by County: Borrow____ Select Topping____

Base Course____ Level Course____ Mineral Aggregates____

20. Miscellaneous Items: ________________

Remarks: ________________

____

FINANCIAL- -

21. Estimated Cost: $________________

22. Available FAS Funds: $________________

23. Date Match Money is Available: ________________

24. Will there be any 100% County Money Yes____ No x

25. Maximum Amount of 100% County Money Available: $________________

26. Date County Requests Letting: ________________

Remarks________________

____

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes x No____

28. Will right-of-way be acquired by: Resolution x or Deed____

29. Should State prepare options? Yes____ No x

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No x

31. Should material source site be included in right-of-way descriptions?

Yes____ No x

32. Does project run inside city? Yes____ No x
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. [redacted])

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No x
(NOTE: County must move all utilities located on present right-of-way.)

Remarks________________

UR 61-8

RAILROADS- -

34. Location: None

35. Name of Railroad: ____

36. Number of tracks: ____

37. Sight distance: ____(Left) ____(Right)

38. Number of trains ____

39. Angle of intersection ____

40. Type of crossing: Grade____ Overcrossing____ Undercrossing____

41. Number of signs: Advance Warning____ Crossbucks____ Stop____

Automatic Flashing____ Automatic Bell____ Gates____

Remarks ____

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes x No ____

43. Will replacement by by: County____ Contract x
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes____ No x

45. Will County adjust structure tc additional width? Yes____ No x

46. Will adjusted width be standard? Yes x No____
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks 2 box culverts to be lengthened

47. Is project contingent upon other factors? Yes____ No x

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain: ____

CCR 61-8

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: ______________________________

50. (c) Surveys (Coordination with outside surveys)

Explain: ______________________________

MISCELLANEOUS -

51. Does County wish rounding of cutbanks? Yes___ No x

52. Does County wish sight posts installed? Yes___ No x

53. Does County wish guard rail installed? Yes___ No x

54. Does County wish seeding and mulching incorporated into job?

Yes x No___

NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.

Marion County

June 25, 1969 Date

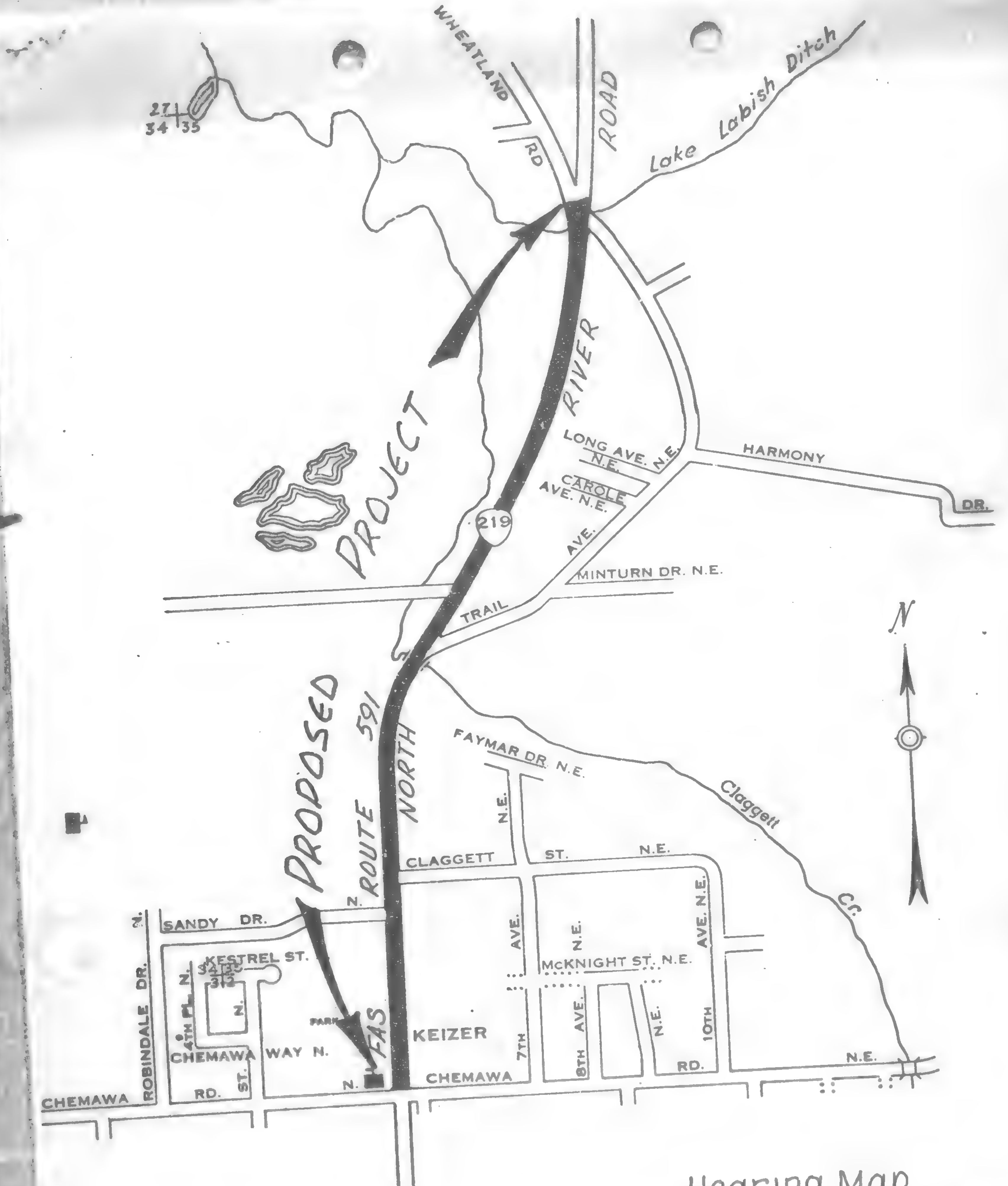
By Henry C. Mattson
Judge or Commission Chairman

By John A. Anderson
County Engineer

Robert H. Prange
O.S.H.D. Field Engineer

Date June 27, 1969

CCR 4-8



Hearing Map

CHEMAWA RD.-WHEATLAND RD. SEC.

NORTH RIVER ROAD

MARION COUNTY

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MARION COUNTY, OREGON

5-7-69

Resolution No. _____

In accordance with Section 141, Chapter 1, Title 23, United States Code, Marion County does hereby resolve and give the following assurances:

1) That every reasonable effort shall be made to acquire the real property by negotiation;

2) That the construction of projects shall be so scheduled that to the greatest extent practicable no person lawfully occupying the real property shall be required to move from his home, farm, or business location without at least 90 days' written notice from Marion County for such acquisition; and

3) That it will be the policy of the County, before initiating negotiations for real property, to establish an amount which is believed to be just compensation, under the law of the State, and to make a prompt offer to acquire the property for the full amount so established.

Dated this 7th day of May, 1969.

MARION COUNTY BOARD OF COMMISSIONERS

By Henry C. Mattson
Chairman

By Pat McCarthy
Commissioner

By Harry Carson Jr.
Commissioner

FAS – Hearing
[illegible] Rd – [illegible]
Wheatland R.

NOTED
H. S. COX

May 1, 1969

Mr. Ted Kuenzi
Assistant Director of Public Works
Courthouse
Salem, Oregon 97301

Dear Mr. Kuenzi:

In addition to the information and materials given to you on April 30, there is enclosed a supply of hearing registration cards and Oregon State Highway Department relocation assistance brochures, plus a list of recipients of our hearing notifications.

In relation to the County's proposed project on North River Road, FAS 159, please note the following points as discussed with you and Messrs. Thurlwell and Graham:

1. A corridor-design hearing must be held before right of way can be acquired.

2. Two notices for the public hearing must be published in the local newspapers; the first notice 30 to 40 days before the hearing, and the second notice 5 to 12 days before.

3. You may use the sample letter and notice for publishing your hearing notification. I would suggest that you publicize in the Statesman, Capital Journal, and the Keizer News.

4. For the conduct of the hearing, you may use the suggested hearing format that I gave you and the enclosed registration cards and relocation assistance brochures.

5. Please have the Board of Commissioners adopt the resolution in compliance with the Federal-Aid Highway Act. This should be your first order of business. If the resolution is adopted by the Board and made a part of the County's records, it will then be good for not only this project but for all future FAS-C projects for which right of way is to be acquired by Marion County.

6. After ten days have elapsed for receiving additional written statements after the hearing, please send us the following:

NOTED
MAINOR C. HOLMES

NOTED
P. B. [illegible]

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

a. A typewritten verbatim transcript of the public hearing.

b. Copies of all notices, publications, newspaper articles, and correspondence concerning the hearing.

c. A statement giving time, date, and place of any other informal meetings or hearings during which interested persons had an opportunity to discuss the proposal.

d. A statement that the County has studied and evaluated the testimony given at the public hearing; that it has considered the social, economic, and environmental effects of the location and design of the project; and that the County finds that the project is compatible to land use and to the development of the County's arterial system in the area. In this regard, you may cite the Salem Area Transportation Study and any other traffic or planning studies made in the Salem area.

If you wish further information or clarification in this matter, please give us a call.

Very truly yours,

R. H. Prange
Field Engineer
County and City Division

RHP:cb

Enclosures

cc F. B. Klaboe
D. J. Barbee
F. D. Morgan
L. H. Young
R. D. Asburry

Note: County will request
FAS-C project after
R/W has bee acquired

RECEIVED
APR 11 1969
MARION COUNTY ENGINEER

MINUTES OF THE BOARD MEETING - REGULAR SESSION
Wednesday, April 9, 1969, 10:00 a.m.

Chairman Mattson called the meeting to order.

All members present.

HEARING FOR PROTESTS OR REMONSTRANCES M.R.#24, NORTH RIVER ROAD

Chairman Mattson declared this the time and place designated for hearing of protests or remonstrance regarding the improvement of M.R.#24, North River Road. Anyone wishing to be heard was invited to speak.

Mrs. Jungwirth

Mrs. Jungwirth asked why the 20 extra feet were being taken from the west side of the highway. Mr. Anderson answered that the terrain makes it necessary to take widening mostly from the westerly side.

Floyd Herring

Mr. Herring said he lived north of Trail Avenue and asked how many feet will be taken off the east and west side of the road. Mr. Anderson said nothing was expected to be taken north of Trail Avenue on the east side. There may be some revision of driveways on the existing right-of-way. Mr. Herring asked when the work was proposed to begin and finish. Mr. Anderson said it would probably be May of next year before work would start, and the job would, hopefully, be completed before the school year begins in September. Mr. Anderson stated the improvements done on North River Road would be in keeping wit those done on Lancaster Drive.

J. L. Sanford

Mr. Sanford asked how much would be left for walk-way and how far is the curb from the center of the road. Mr. Anderson replied that a five foot walk-way was planned, and the curb would be 34 feet from the center. A reasonable access will be provided and as far as possible, will give the same access now provided.

Al Lamar

Mr. Lamar asked if the grade will be cut down. He said he now has a circle driveway and wondere if he would be able to maintain two driveways as he now does. Mr. Anderson answered there are certain sight requirements for hills, but in so far as possible, attempts will be made to try and give the type of driveway originally used.

MOTION: Commissioner Carson moved the hearing be closed and the procedure move forward as scheduled for the improvement of North River Road. Commissio McCarthy seconded. So carried.

BEFORE THE COUNTY BOARD OF THE STATE OF OREGON
FOR THE COUNTY OF MARION

3-6-69

In the Matter of the Widening and)
altering of a portion of Market Road)
No. 24, North River Road, with a total)
distance of 1.04 miles, more or less,)
with a minimum width of 80 feet from)
Chemawa Road to Claggett Street N.E.)
and a minimum width of 90 feet from)
Claggett Street N.E. northerly to)
terminus.)

No. 1568

RECEIVED
OCT 7 - 1969
ENGINEER
COUNTY & CITY DIVISION

STATE OF OREGON)
) ss.
County of Marion)

I, Harvey Thurlwail, being first duly sworn, on oath say:

That I posted three notices (a copy of which is hereunto annexed) of the proposed road, described in said notice, in the following places in the vicinity of the proposed road, to-wit: PGE pole No. 8972, power pole, 100 feet nort of Chemawa Road on west side of River Road, PGE power pole No. 416, northwest corner of Sandy and North River Road, PGE power pole No. F65T, west side of North River Road at Trail Avenue, and a fourth notice on PGE power pole 952, west side of North River Road at Wheatland Junction. and also one notice at the place of holding the County Board at the Courthouse in Salem in said Marion County and State of Oregon on the County Clerk's bulletin board;

That each of said notices was posted in a conspicuous public place and in plain view of the public.

Dated this 6th day of March, 1969.

Harvey Thurlwell

Subscribed and sworn to before me this 6th day of March, 1969.

Ila F. McCallum
Notary Public for Oregon
My Commission expires: 9-12-72

Affidavit of posting public notice

BEFORE THE BOARD OF COMMISSIONERS IN THE STATE OF OREGON
FOR THE COUNTY OF MARION

3-5-69

In the Matter of the Widening and altering of a portion of Market Road No. 24, North River Road, with a total distance of 1.04 miles, more or less, with a minimum width of 80 feet from Chemawa Road to Claggett Street N.E. and a minimum width of 90 feet from Claggett Street N.E. northerly to terminus.)

RESOLUTION
NO. 1568

MARION COUNTY
1969 MA

This matter come on regularly before the Marion County Board of Commissioners on the 5th day of March, 1969, for a Resolution declaring its intention to alter and widen a portion of Market Road No. 24, North River Road described as follows:

Beginning at the Southwest corner of the William P. Pugh Donation Land Claim and being situated in Section 2, Township 7 South, Range 3 West of the Willamette Meridian, Marion County, Oregon; thence North 1° 56' East 1,320.03 feet to the intersection with the centerline of Claggett Street; thence continuing North 1° 56' East 625.54 feet to the point of spiral of a 300.00 foot spiral to the right; thence Northerly along the spiral arc 300.00 feet to the point of spiral to curve; thence Northeasterly along the arc of a 8° curve to the right 125.08 feet to the point of curve to spiral of a 300.00 foot spiral to the right; thence Northeasterly along the spiral arc 300.00 feet to the point of tangent; thence North 35° 55' 30" East 634.07 feet to the point of spiral of a 400.00 foot spiral to the left; thence Northerly along the spiral arc 400 feet to the point of spiral to curve; thence Northeasterly along the arc of a 1° curve to the left 2,968.33 feet to the point of curve to spiral of a 400.00 foot spiral to the left; thence Northeasterly along the spiral arc 400 feet to the point of a tangent and terminus of Marion County Engineer center line station 70 + 73.05 also being State Highway Department Engineer centerline station P.T. 194 + 71.08 on State Highway map No. 6B-34-14, July 1949. Minimum right-of-way width from Chemawa Road engineer station 0 + 00 north to Claggett Street N.E. Engineer Station 13 + 00 to be 80 feet; from Claggett Street Engineer Station 13 + 00 to McNary Wye Engineer Station 55 + 97 a minimum of 90 feet in width. Minimum right-of-way widths to be as follows:

From To	Left	Right
6 + 00-13 + 00	40 feet	40 feet
13 + 00-18 + 70	45	45
18 + 70-26 + 75	45	60
26 + 75-29 + 50	60	45
29 + 50-31 + 69	60	40
31 + 69-44 + 30	80	40
44 + 30-55 + 97	60	40

The above-described portion of Market Road No. 24, North River Road, to be widened to a minimum of 80 feet from Chemawa Road to Claggett Street N.E. and a minimum of 90 feet from Claggett Street N.E. northerly to terminus. Variable widths are described in above centerline description and are set forth on map to be filed with this Resolution as "Exhibit A". Each width is to be computed as a distance in feet on each side of the centerline so described and at Engineering Stations shown on said map.

Said portion of Market Road No. 24, North River Road, is located in Section 2, Township 7 South, Range 3 West, and Section 35, Township 6 South, Range 3 West, Willamette Meridian, Marion County, Oregon.

BE IT RESOLVED AND ORDERED BY THE Marion County Board of Commissioners:

1. Pursuant to the authority granted by ORS 368.470, the Marion County Board of Commissioners hereby declares its intention to alter, widen, and improve a portion of Market Road No. 24, North River Road, as described above.

2. That said proposal for said altering, widening, and improving, of said portion of Market Road No. 24, North River Road, is in the public interest.

3. That April 9, 1969, at 10 a.m. in Room 129, Marion County Courthouse, Salem, Oregon, be set as the time and place at which the Board will hear objections and remonstrances against the proposed altering, widening, and improving of said road.

4. That Harvey Thurlwell, Right-of-Way Agent, shall give due and legal notice of said hearing by posting certified copies of the Resolution at the place of holding County Board and at three public places in the vicinity of the proposed portion of road to be altered and widened and that notice be forwarded by United States mail, postage prepaid, to each record owner of land on or over which the proposed road or portion thereof is to be laid out, located or changed, at the last known post office address of such owner, and if the address of such owner be unknown to the person mailing such notice that it be mailed to the address given on the latest taxroll in the office of the Tax Collector of said County; and if the address is unknown to the person mailing such notice and cannot with reasonable diligence be ascertained and cannot be found in such latest taxroll, then such notice be addressed to such owner at the County Seat of said County where the land is situated; to-wit, Salem, Marion County, Oregon.

Dated this 5th day of March, 1969.

MARION COUNTY BOARD OF COMMISSIONERS

Chairman

Commissioner

Commissioner

APPROVED AS TO FORM:
Gary D. Gortmaker
District Attorney

By

ATTEST: T. Harold Tomlinson
County Clerk
By

CERTIFIED TO BE A TRUE AND
CORRECT COPY OF THE ORIGINAL.
T. HAROLD TOMLINSON, County Clerk

I-5-6(70) N. Portland Blvd.-Capitol Hwy. 1971
296 Sec., Pacific & Stadium Frwy. Hwys.
#7529 (Barriers, guard rail, atten.) #2

7529

October 29, 1974

Industrial Indemnity Company
255 California Street
San Francisco, California 94120

Gentlemen:

A post-final payment for $43,782.96 will be made to Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Company on Contract No. 7529 for work on the N. Portland Boulevard-Capitol Highway Section of the Pacific and Stadium Freeways in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,450,710.51 including the post-final payment. Of the total $80,266.27 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

scr

cc Homer J. Olsen, Inc., Homer J. Olsen
and J. F. Shea Company
P. O. Box 993
Union City, California 94587

bc C. T. Kensey
Walt Hart
V. E. Shoog Attn: Dick Hacek
E. L. Hardt

7529

July 11, 1974

Mr. Milton B. Safier
Attorney at Law
1880 Century Park East, Suite 800
Century City
Los Angeles, California 90067

Dear Mr. Safier:

547-J

N. Portland Blvd.-Capitol Hwy.
Contract No. 7529

In reply to your June 26 letter, work on this project was completed July 12, 1972. It was formally accepted by the Highway Division on September 29, 1972.

The prime contractor, Homer J. Olsen, Inc., has just been advised of the conclusions reached by our Claims Review Board regarding the claims presented before them.

We believe it would be more appropriate at this point for you to communicate with the prime contractor on these matters.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter (enc.)
E. S. Hunter "
R. L. Schroeder "
John Bond
Walt Hart "
R. N. Bothman

JAB:fr ja

OREGON STATE
HIGHWAY DIVISION

ENG
'74
TO

July 10, 1974

Mr. Arnold B. Glick
Homer J. Olsen, Inc.
P.O. Box 993
Union City, CA 94587

Re: N. Portland Blvd. - Capitol Highway
Contract No. 7529
Claim Review

Dear Mr. Glick:

The Claims Review Board has completed their review of the five part claim which you presented in their presence on June 17. The Board's conclusions are as follows:

Claims No. one and two related to illumination items are declined in their entirety. The State is agreeable to making compensation for four frangible bases apparently supplied to the State, but not paid for up to this time. The amount for this item is $600 (four bases at $150 each).

For Claim three concerning time liquidated damages, the Board sanctions a time extension of 152 days at the $200 per day rate. This amounts to $30,400 in favor of the contractor. This time is derived by allowing 134 days for the less productive winter replacement time for time lost during labor disputes earlier, plus 5 days for work on Price Agreement No. 8 to repair median barrier and 13 days collectively for other added orders, for a total of 152 days. Any delay attributable to clearing shop drawings is believed to be concurrent with some part of this 152 days.

For Claim four, median barrier concrete measure, the Board recognizes the merit of some adjustment on this item and as a compromise offer sanctioned adjustment for 122 cu. yds. of concrete. This is made up of 7 cu. yds. not previously paid for in super-elevated sections plus 115 yds. for the total effect of variations in the vertical grade line. At the contract price of $92.00 per cu. yd., this adjustment amounts to $11,224.00. The Board believes this is a very fair offer in view of the nature of this concrete work and factors causing wastage. All of it was poured from Ready-Mix trucks into 6-inch wide forms with many small individual pours. Alternate 60-foot sections were poured in 3 lifts, making for much stopping and starting of concrete down the flat angle chutes and possible overrun at end of the pour.

cy Coulter
[illegible]
[illegible]
[illegible]
[illegible]
7-11-74

E-123

If only one-eighth cu. yd. of concrete were left in each truck after it unloaded, it would add up to 50 cu. yds. over the length of the project.

For Claim five, on concrete yield, the Board sanctions, as a compromise offer, recognizing a yield underrun adjustment factor of 1.3 per cent. This amounts to 72.30 cu. yd. of concrete. The value of this concrete should be the contractor's concrete purchase price of $18.75 per cu. yd. plus a 15 per cent mark-up. On this basis, the amount offered on Claim five is $1,558.96. Copies of our two tabulations of data related to claims four and five are attached for your information.

The compromise amounts set forth above total $43,182.96 plus the $600 for purchase of the four frangible bases makes a total of $43,782.96 which amount is hereby offered as a complete and final settlement of all claims on the contract.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:fr
Enc.

bc: A. E. Johnson
R. N. Bothman

MILTON B. SAFIER
ATTORNEY AT LAW

1880 CENTURY PARK EAST, SUITE 800
CENTURY CITY
LOS ANGELES, CALIFORNIA 90067
879-2626 AND 277-3701

June 26, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: R. M. Graham, Assistant Secretary

Re: Contract No. 7529

Gentlemen:

As I have heretofore advised you, I represent Sierra Nevada Erectors, Inc., a subcontractor.

This job was in reference to North Portland Boulevard - Capitol Highway Guardrail, Median Barrier and Impact Attenuators at Portland, Oregon.

Will you please advise me when said job was officially accepted as completed by the Oregon State Highway Division. I should also appreciate knowing the Oregon State Highway Division's present position following the hearing which was held June 17, 1974, which was attended by Mr. Schillinger of Sierra Nevada Erectors, Inc.

Very truly yours,

Milton B. Safier

Milton B. Safier

MBS:mfa

RECEIVED
STATE HWY ENGR
JUL 2 74
REFER TO John Bond
FOR
W S | I/D | D/R | Sign | Act | File

NOTED
A. E. JOHNSON

RECEIVED
JUN 28 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

Completed 7/12/72
Accepted 9/29/72

RECEIVED
JUL 2 1974
Office of
Assistant State Highway Engineer

NOTED
C. W. HEAD

7527

March 27, 1974

Industrial Indemnity Company
255 California Street
San Francisco, California 94120

Gentlemen:

A post-final payment for $3,000 will be made to Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Company on Contract No. 7529 for work on the N. Portland Blvd.-Capitol Highway Section of the Pacific and Stadium Freeways in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,406,927.35 including the post-final payment. Of the total, $80,266.27 is for force account.

Very truly yours,

G. W. Head
COMMISSION SERVICES

rw

cc: Homer J. Olsen, Inc. and Homer J.
Olsen and J. F. Shea Company
P.O. Box 993
Union City, CA 94587

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
Ed Hardt

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

DATE February 28, 1974

TO J. H. VERSTEEG and WALTER J. HART
Design Engineer Bridge Design

Allan C Harwood

FROM ALLAN C. HARWOOD
Metropolitan Construction Engineer

SUBJECT N. PORTLAND BLVD. - CAPITOL HWY. SECTION
CONTRACT NO. 7529

Enclosed find a narrative on the subject project submitted by Jerry Street. The third portion of this narrative is excellent, containing many suggestions which should be incorporated in future projects such as this.

One point I would like to emphasize is with regard to contacts between potential bidders and design offices prior to bidding. Jerry suggests the contractors or suppliers be referred to the resident engineer. This is desirable but in some instances it may not be possible. I do suggest that any questions answered or discussions with potential bidders or suppliers be documented with a memo to the file and a copy to the resident engineer.

ar

Enclosure

cc C. T. Keasey
J. C. Street

1 Versteeg U
A. Olson
2 Terpin T
Scott
WE copy Swenson
R. Olson
Trout K

RECEIVED
MAR 1 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up___/___/___
Other________

FORM E-20

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213

DATE February 25, 1974

TO Mr. Al Harwood
Asst. Metro. Engineer

FROM Jerry C. Street
Resident Engineer

Jerry C. Street

SUBJECT N. Portland Blvd. -
Capitol Hwy. Sec.
Contract No. 7529
Semi-Final Estimate
(Supplement)

Attached is the Narrative Report required for the above contract Semi-Final Estimate, which was submitted to your office on September 11, 1972. As per that letter we will continue to hold the following for unresoved claims:

1. Job Diaries.
2. Project Pictures.

The daily record of force account work for a bill not submitted that we were holding, as per the above letter, has been resolved through Post Final No. 20.

METROPOLITAN ENGINEER
RECEIVED
FEB 25 1974
☐ ME ☐ AME ☐ AME ☐ MOE ☐ MDE ☐ MIE

BK:bk

Attachment

Narrative Report

North Portland Blvd. - Capitol Highway Section
Pacific and Stadium Freeways

Guard Rail, Median Barrier and Impact Attenuators

Multnomah County
Contract No. 7529

This contract consisted of the following work:

1. Removal of metal median barrier and guard rail and construction of concrete median barrier, concrete shoulder barrier and metal guard rail.
2. Construction of eleven Hi-Dro Cushion Impact Attenuators.
3. Construction of highway signs and sign support structures.
4. Construction of highway illumination.
5. Construction of metal bin type retaining wall.
6. Lengthening of acceleration lanes at the Terwilliger on-ramp and the Multnomah on-ramps northbound on I-5.
7. Performance of such additional and incidental work as was called for by the plans and specifications.

The Prime Contractor for this project was Homer J. Olsen, Inc. and Homer J. Olsen of Danville, California and J. F. Shea Company, Inc. of Oakland, Calfiornia, in a joint venture. Sub-contractors used were as follows:

1. General Services Company, Bellevue, Washington, who furnished and installed electric equipment for temporary illumination, permanent illumination and permanent sign illumination.
2. Sierra Nevada Erectors, a division of Altius Corp., San Fernando, California who furnished and erected sign bridges, cantilever sign structures and sign structure mounts.
3. Cal Enterprises, Inc. of Concord, California who performed all work involved with constructing the Metal Bin Type Retaining Wall at Station 235+00 and the Rock Curtain Screen at Station 125+00.
4. Soule Steel Company of Portland, Oregon who furnished and installed all reinforcing in concrete median, shoulder barriers, in impact attenuator back-up walls and sign support footings.
5. John Del Val Construction Company of Tigard, Oregon who performed all pavement jacking work at Station 184+00.

All of the work mentioned above was necessary to make a stretch of Interstate 5 freeway between SW Multnomah Boulevard and SW Corbett Avenue safer. This portion of Interstate 5 regularly ranks as one of the five worst sections in Oregon for freeway accidents. This project was a Federal-aid Interstate Safety project. The 11 Hi-Dro Cell Impact Attenuators were to be completed before the elapse of 120 calendar days while all other work was to be completed before the lapse of 240 calendar days.

This narrative will be divided into the following areas of discussion.

1. Synopsis of scheduled work performed.
2. Materials incorporated into the project.
3. Traffic control discussion.
4. Field construction problems encountered.
5. This writers conclusions.

1. The contract was awarded to Olsen-Shea (J.V.) on February 1, 1971 and calendar day charges commenced on March 1, 1971. A pre-construction conference was held on March 18, 1971 and field work began on April 9, 1971. The contractor concentrated on the construction of impact attenuators and metal guard rail during April and May. He began work on concrete shoulder barriers and metal bin wall midway through May. During June and part of July a strike by concrete suppliers and carpenters stopped all concrete work. Though the contractor was not charged any workdays during this time period, he lost 44 summer days which were replaced by winter days later in the contract.

The contractor was able to complete the construction of the impact attenuators within 120 days and continued working on concrete shoulder barriers, metal guardrail and temporary road illumination during July and August. Because the contractor had scheduled the concrete shoulder barrier work to be done in its entirety prior to beginning concrete median barrier work, this work did not commence until September. This left only three months to complete median barrier work along with a substantial portion of the other work. Therefore, permission was granted to allow the contractor to work both day and night on the remaining work. Work on Rock Curtain Screen, temporary roadway illumination, lengthening of Terwilliger on-ramp, and sign support footings were completed during September. Work on permanent roadway illumination and median drainage work commenced in October. Meanwhile, work on concrete median progressed to the point that the night shift was suspended on November 24, 1971 and all concrete was poured in median barrier by December 10, 1971.

The contract time expired on December 9, 1971. At that time the following major items of work remained to be completed.

1. Surface finishing of concrete shoulder and median barriers.
2. Permanent roadway and sign illumination.
3. Erection of sign structures and signing.
4. Pouring on exposed aggregate surfacing and drainage work in median.
5. Many shoulder pick-up items and extra work orders.

The contractor was able to complete exposed aggregate surfacing and drainage work in median during January and February of 1972. After a great delay in fabrication, the sign bridge structures began arriving on the job site from California on March 27, 1972. Overhead sign structures were erected over freeway and existing sign structures removed during April.

By the end of May, 1972 most of the work was complete except surface finishing of concrete median barrier and sign illumination. Contractor finished surface finishing and painting of concrete median during June and finished sign illumination work on July 12, 1972 to complete the project. He was charged liquidated damages for 205 days worked beyond the 240 days allowed by the contract. However, due to 44 days lost and the character of the work which requires moderate weather for its performance, this writer recommended that the contractor be entitled to 129 days relief. This matter is still being considered at this time.

2. The following section of this text will be devoted to the discussion of materials and equipment supplied for this project by the Prime Contractor and his subcontractor.

The steel used in the 480 ft. long metal bin type retaining wall was obtained through Armco Steel Corp., Central Products Division, Richmond, California. Construction of the bin wall was done by Cal Enterprises of Concord, California. The 570 ft. of 8-inch bituminous coated sewer pipe and 6,688 ft. of 10-inch bituminous coated sewer pipe were supplied by Armco Steel Corp. of Hillsboro, Oregon and installed by the Prime Contractor.

New materials for the 15,580 ft. of Type 1 and Type 2A guardrail were supplied by:

Syro Steel Company of Centerville, Utah who supplied 2,000 ft. of metal rail members and 30 type "A" end sections.

Armco Steel Corp. of Forest Grove, Oregon who supplied 20 type "B" end sections.

Pacific Wood Treating Corp. of Ridgefield, Washington who supplied 2,350 8" x 8" x 6'-0" wood guardrail posts.

Portland Wire & Ironworks who supplied all bridge connections to miscellaneous structures.

The contractor also used salvaged metal guard rail, posts and hardware. Specified retreatment for salvaged guardrail was removal of all loose paint and painting with one coat of Formula 22-69 paint to the areas with damaged spelter coating. Specifications then called for two coats of paint, Formula 320-69, where paint had been removed and one coat of paint, Formula 320-69, where paint was not removed. However, permission was granted to the contractor to recondition salvaged guardrail by regalvanizing in conformance with AASHO Spec. M 111, including bolts and miscellaneous hardware. All reconditioning of metal for guardrail by regalvanizing was done for the contractor by the Galvanizer's Company of Portland at no extra cost to the State of Oregon.

Material for the Rock Curtain Screen, which was comprised of 7,683 square yards of 2-inch square chain link fabric (9 guage) plus anchorage, was supplied by the Davis Wire Corp, Los Angeles, California, through the San Jose Steel Company of Portland, Oregon. Reinforcing steel used in the concrete median barrier, in the impact attenuator backup walls and in the cantilever sign and sign bridge footings was furnished and installed by the Soule' Steel Company of Portland, Oregon.

Impact attenuator units were provided by Coral Corp. The Hi-Dro Cushion Cell units were construction of new vinyl plastic by Energy Absorption Systems, Inc. of Sacramento, California. The impact attenuators were installed by the Prime Contractor, Olsen-Shea (JV). A one-year study and evaluation period was established by the State of Oregon following the construction of the impact attenuators. The purpose of this study was to determine the effectiveness of this safety feature of selected gore areas. Each time an accident involving the attenuators occurs, pictures were to be taken and damages estimated. Written reports were to be forwarded through Highway channels to the Bureau of Public Roads. An attempt would then be made to estimate the results of accidents had the unit not been there.

All cantilever sign structures, sign bridges and breakaway sign posts were fabricated in the State of California by Altius Corp. of San Fernando. These sign structures (3 cantilever sign structures, 5 sign bridges and 12 breakaway posts) were inspected during fabrication by the State of California and the State of Oregon was informed of their status by way of progress reports. There were many delays in fabricating the sign structures. Approved shop drawings were received by Altius Corp. by July 20, 1971, yet the report on the progress of sign structure fabrication of October 18, 1970 states that "orders for materials for the balance of the project have been placed". The contractor wanted to find an alternative to hot-dip galvanizing of the sign structures after fabrication. An alternate proposal was submitted on May 24, 1971. After testing, the State of Oregon denied approval of the proposal on August 3, 1971. On September 8, the contractor proposed to use a painting system of coating the sign structures using Zinc-lock. This proposal was approved on September 28, 1971. On November 2, 1971, the contractor requested permission to substitute:

a. 4-inch (.281 wall) API-5LX-52 or
b. 4-inch SCH .80 (GR.B)

in lieu of 4-inch SCH.80 pipe specified (API-5LX-52). On November 8, 1971 the contractor requested permission to substitute ASTM A-325 nuts for ASTM A-563, Grade DH or ASTM A-194 Grade 2H nuts. On November 19, 1971 both requests were denied. It was not until March 27, 1972 that the sign structures were delivered to the job site in Portland.

Eric F. Nordlin, P.E., Assistant Materials & Research Engineer-Structural, of the State of California Division of Highways, indicates the following in a letter to John C. Jenkins, P.E., Engineer of Materials and Research, OSHD:

> "The type of fabrication (pipe truss) was not familiar to the fabricator. This necessitated more fabrication time and more time-consuming inspection and resulted in fabrication problems which in turn ran up the fabrication and inspection time. The sand blasting and painting of the pipe trusses was a slow, tedious operation. The fabricator was slow in prosecuting the work and took nine months for the job.

Light poles for roadway illumination were supplied to General Services by Platt Electric Company. The poles were fabricated in Valley, Nebraska by Valmont, Ind. Of the 29 galvanized steel light poles which arrived on the job, 16 contained weld deficiencies and the galvanized surface on the poles was damaged by shipping. Corrective welds were made to the poles and the poles were touched up where damaged and painted by an approved zinc-rich paint. The frangible aluminum transformer bases were supplied by George Roth Co. Platt Electric supplied the time switch for the structure mount on the Burnside Bridge, all photoelectric cells and transformers. Nu-Art Signs supplied the sign luminaires, Westinghouse Corp. provided luminaire lamps and Triangle supplied the conduit and cable.

Sign bridge coverings consisted of 1 ft. wide variable length aluminum panels with a black Hinac finish on the outer surface. Sign bridge coverings were installed partially by the Prime Contractor, Olsen-Shea (JV) and partially by the supplier, Altius Corp. and Heath Plating (a division of Heath Tecnran Corp.) San Fernando, California.

3. This portion of the narrative will be devoted to a discussion of traffic control problems associated with work done along freeways. In turn this unit will be discussed in the following order.

a. Control of traffic while constructing concrete median barrier.
b. Control of traffic while constructing concrete shoulder barrier.
c. Control of traffic while lengthening SW Terwilliger and SW Multnomah on-ramps.
d. Control of traffic while erecting and removing overhead sign bridge structures.

A. Four and a half miles of concrete median was constructed on this project to replace existing metal guardrail median. Because median varied in width from 8½ to 16 feet between lane stripes, both of the inside lanes at the freeway were to be closed while work was in progress. The contract Special Provisions further state that concrete median work would be done during the hours of 9:00 PM and 6:00 AM Sunday through Thursday nights except minor items of work for short periods of time during the day. Due to the time schedule problems encountered, to some successful experimenting with changed times at the north end of project and the apparent opening in the last portion of quoted specification--the specifications were waived. The contractor was allowed to work on concrete median during the day as well as night. It was hoped that this double shift would allow the contractor to complete his work in the median before the onset of inclement weather. It was found by further experimenting that the following hours of work and blockage of lanes were successful in controlling traffic while work was in progress.

(Ten hour day shift) Close inside lane of I-5 southbound only from 7:00 AM to 9:00 AM. Close both inside lanes from 9:00 AM to 3:30 PM. Close inside lane of I-5 northbound only from 3:30 PM to 5:00 PM.

(Ten hour night shift) Close both inside lanes from 7:30 PM to 5:30 AM. This system worked well from Monday through Friday morning. However, due to heavy traffic on Friday afternoon some Friday day shifts were cut short. The contractor worked the night shift from Monday night to Thursday night. No work was done in the median on week ends.

A large advance warning sign was employed at each end of the project. This sign warned motorists which lanes were closed and how far from the sign the closure was in effect. The sign was observed to be most effective at night and when it was used within one mile of closure. When it was used during the day, motorists did not see it as readily as at night and when it was used further then one mile from closure motorists tended to forget the wording and drift back into the lanes to be closed. General construction signing ground-mounted in median and along shoulder were required in advance of actual lane closure. This usually amounted to the use of 14 - 4' by 4' and 4' by 5' signs with flashing amber lights attached to the tops of the signs. An arrow trailor having an 8'-0" by 4'-0" sign consisting of lights mounted on the frame was placed at the beginning of the closed lane. These lights would flash on and off depicting the appropriate arrow for correct lane changing. Illuminated traffic cones 28 inches high with 25 watt non-flashing amber lights spaced 50' apart were used in a 500' taper preceeding the arrow trailer. These cones were also spaced 50' apart along closed lane line from arrow trailer at the end of lane closure. This total system worked well keeping traffic moving by work area and no serious accidents occurred during median construction. We found that the arrow trailer was most effective when placed in a long straight-away where it was visible for a considerable distance.

An effort was made to locate the arrow trailer ahead of a long straight-away, even if it meant extending the length of closed lane. Regulatory 40 MPH speed signs were also posted during construction of median and shoulder barriers. These signs were only as effective as the State Police were writing speeding tickets. It is felt that speed could have been increased to 50 MPH without causing any undue traffic hazard. The 40 MPH speed unduly slowed sparce traffic during early morning hours and slack afternoons. In addition to all the required construction signing, the work area was to be lighted at night by temporary illumination. This illumination would be mounted on 50' high wood poles spaced in between 30' high steel pole permanent illumination. This in turn gave us lights every 150' along each shoulder of I-5. It help bring motorists attention to construction area and guide him through lane changes. The lights also helped light work area for contractor at night. Because of this, the contractor did not choose to use any auxiliary lighting. However, it was still necessary to suspend work in median during heavy fog and inclement weather to avoid having traffic accidents. Type 2 barricades were designed to be employed 175' along a lane closure following the arrow trailer. This idea was found not to be practical. It would have required the contractor to move these bulking barricades four times during a 24 hour work period. Because of the long work area involved there was little value in protecting 175' of work area behind the arrow trailer. Therefore, these barricades were not used. During the hours when the contractor was not working in the median area, any openings in the median were to be protected by pre-cast concrete sections of median barrier. Olsen-Shea elected not to leave any openings in the median; therefore, these sections were not used.

Note →
I agree

The contractor only removed enough metal rail in the median that could be replaced by steel forms during that work period. Existing metal rail could then be connected to end of steel forms by hanging metal rail between them.

B. Approximately 6350' of concrete shoulder barrier was constructed on this project. These barriers were constructed by closing outside lanes of freeway at the vicinity of the individual shoulder barrier to be worked upon. The contractor was allowed to close outside I-5 northbound lane from 9:00 AM to 5:30 PM and to close outside I-5 southbound lane from 7:00 AM to 3:30 PM. No work was attempted at night on shoulders. The same signing and warning devices was discussed under median barrier traffic control were used on shoulder work. Also under this work as well as other work a great deal of problems were created by the contractor's employees parking private autos near the work area. It is recommend that on future projects of this type some wording be made in Specifications requiring the contractor to bus employees to work area. Parking could be provided for employees at a central parking lot off the freeway.

C. While working on the Terwilliger on-ramp and on the Multnomah on-ramp it was found that a hzardous situation developed when on-ramp traffic was denied the acceleration lane due to construction and had to enter perpendicular to freeway traffic. This situation was cured by closing the outside lane of freeway prior to entrance ramps and allowing on-ramp traffic to use the closed lane.

The specifications called for overhead sign bridges to be erected and removed between the hours of 3:00 AM and 5:00 AM. The contractor was allowed to stop all freeway traffic for up to ½ hour during this work. It was found that the time had to be extended to 45 minutes in some cases due to the amount of work involved with fitting overhead trusses to column posts. Prior to freeway closure newspapers, radio and TV stations were contacted so that closure could be advertised. The State Police were asked and assisted in controlling traffic. The following temporary signs were used in median and along shoulders ahead of closure:

Freeway Closed, Flagmen Ahead, Prepare To Stop, Stop

These signs were lit up with flares and were placed far enough in advance of work area so that they continued being effective after long lines of traffic had been stopped. Two flagmen were employeed in each direction of closure and moved a portable stop sign with them as traffic backed up. The freeway shoulders were kept open for emergency vehicles. The contractor used radio cars to coordinate the operation. The closures were made in long straight areas to insure long sight distances for stopping vehicles, even if work area was out of sight of closure. The described system seemed to work very well and no problems were experienced.

4. The next section of this narrative will deal with a number of field construction problems encountered during the life of the project. It is hoped that these problems will be of some interest to the reader and that future projects will benefit by relating our experiences.

A. A major problem in this type of construction project is that excavating in any particular area could unexpectedly uncover or damage existing facilities. As a result of this problem, several extra work orders were inaugurated to relocate direct burial wiring, relocate drainage facilities and relocate planting irrigation pipe. It seems that all existing underground wiring for roadway luminaires had been installed directly in the same location as new guard rail posts. Because posts had to be installed at that location to be effective the wiring had to be redone. It was more economical to forget the old wiring and install new wiring behind posts. All of the above problems could have been designed for if the subject facilities had been accurately plotted on As Constructed Plans as they were installed. Hopefully, we have improved upon this defficiency recently so that future projects will not encounter unknown locations of existing facilities.

B. Concrete shoulder barriers were designed without any weep holes in them for drainage. It was found that the embankment behind shoulder barriers would become saturated. This condition prevented grass plantings from growing behind walls causing an unsightly situation. A work order was initiated to drill 3-inch diameter holes through barriers for drainage. These weep holes should be cast into barriers on future projects.

C. It was discovered after the impact attenuators were constructed that it was difficult to see them at night. This condition was corrected by adding chevron markers at the nose of the attenuators. These markers consisted of a 0.040" thick-60" by 30" sheet of aluminum, painted black with 9" scotchlite white stripes placed on it in zebra board fashion. This made the attenuators more visable at night, but caused more damage to rubber cells when units were struck. The aluminum edges would puncture cells upon contact. Therefore, a ¼" thick plastic sheet was installed between aluminum marker and rubber water cells.

D. The removal of the rock outcroppings along the east side of I-5 between Corbett Street and Hood Avenue was set up in the project Special Provisions to be done as Extra Work. This was done due to the difficulty of defining the limits or the extent of the work. The work consisted of breaking off and removing exposed portions of large boulders adjacent to the roadway. These rocks created a serious hazard for vehicles leaving the roadway. The contractor accomplished this work by using a 55 lb. rotary rock drill and a Duncan Hydraulic Roc-Jak (Type 10). He drilled 3-inch diameter holes 2 feet deep at four foot centers along the scheduled break perimeters at the boulders. A steel equalizing shim and Roc-Jak breaker cylinder were then inserted one at a time into drilled holes. The devise was pumped up using high pressure hydraulic pump. As the cylinder expanded in the hole, it exerted sufficient pressure on shim to fracture the rock between drill holes. This operation was repeated at each hole around the perimeter of the boulder. The fractured projecting portions of boulders were then removed by loaders and trucks, thereby removing these road hazards.

E. Due to extensive settlement of concrete pavement in I-5 northbound lanes between "L" line stations 184+00 and 187+00, work was programed into the contract to correct this condition. It was felt that this area had settled sufficiently to present a serious hazard to traffic. A specialty organization headed by John Del Val was hired to do the work. The work was done as extra work. It involved raising the pavement to a desired elevation by mud jacking under the pavement. This was accomplished by first drilling 2" diameter holes vertically through concrete pavement in a random pattern. Some experimenting to determine spacing of holes was needed so that grout pumped in one hole would reach adjacent hole. After this was determined all holes except one hole in work area were plugged with wood plugs. Del Val then proceeded to pump grout under pressure in this open hole until pavement raised. This proceedure continued at other holes and back to original hole raising the pavement in small increments until the desired results were achieved. These results were verified by string lines and level circuits. When the job was completed the lowest area had been raised a total of six inches. A smooth profile existed between stations 184+00 and 188+00. The grout slurry used in this work consisted of 1-part cement to 3-parts pozzolan. Some additional portions of solidifiers and expanding agents were added to the slurry. Water was added as needed to produce a pumpable slurry. The operation was successfull in raising pavement, but it expanded existing pavement cracks and raised shoulder area. Contractor attempted to patch cracks with cold weather carboline epoxy, but these patches only lasted about six months before breaking up under traffic. The raised shoulder area required adjusting AC shoulders, concrete curb, AC berm and metal guardrail under the same extra work order.

F. A State Force Order was written to have the PCC pavement surface grooved at the Terwilliger and Brier Place curves along I-5 prior to award of this contract. This work was to be included in the contract work but its need became too great to wait on bidding and construction scheduling so was handled by State Force Order.

The need arose out of a high frequency of wet pavement skidding type accidents at these curves. The work was contracted out to Industrial Diamond Services, Inc. of Paramount, California for $0.80 per square yard of roadway grooved. The contractor supplied grooving machine, water trucks and waste water pick up. The State provided water supply source, waste and water disposal areas and traffic control. No work could be performed in I-5 northbound lanes prior to 9:00 AM or in I-5 southbound lanes after 3:00 PM. Only one traffic lane was closed at one time. Two grooving machines were employeed on the project. One machine was 5' wide while the other machine was 3' wide. Both these machines cut 1/8" deep rectangular grooves at 3/4" spacing with 0.095" wide blades. Only the center 10 foot portion of each 12' traffic lane was grooved in order not to damage traffic lane lines. Water and residue from the cutting operation was picked up by vacuum pumps. Some trouble was experienced using 5' wide machine in areas where traffic had worn tire track in pavement. This machine would bridge over these tracks and not groove them deep enough. Otherwise the 5' wide machine was much faster than the 3' wide machine.

G. Severe rains during the winter of 71-72 caused several slides to occur along the sliver fill of the Terwilliger on-ramp lane widening to I-5. The fill had been placed during the fall of 1971 under this contract. It was felt that the design of this fill slope failed to allow for erosion protection. The State assumed responsibility for correcting the situation. An Extra Work Order was initiated to protect two slopes from further erosion by the use of rock rip-rap. A 1-foot thick blanket of 6" minus rip-rap rock was placed over the fill slope. The contractor used a 4 cy loader to unload dump trucks and dump material over guard rail and down the slope. It is recommended in the future that some thought be given during the original design to protect similar fill slopes from erosion.

H. Considerable trouble was experienced on this job accepting frangible transformer bases for illumination poles. These aluminum bases were manufactured in Texas. Test check samples were sent to the Salem lab where they failed at values lower than the specified amounts. The contractor asked and received permission to physically test transformer bases on the project. He built a 10' long light pole for testing purposes An equivalent load of 1425 lbs. was applied to the top of the 10' light pole which was fastened to the frangible transformer base. The load was applied through a ½" steel cable hooked onto a hydra-crane. A television guage was installed in the cable line to certify load. A total of five transformer bases were tested this way. None of these bases selected at random showed any signs of failure at the applied loads. Therefore, these bases were accepted upon the results of the field tests.

I. The original plans called for the installation of 1½" diameter standard metal insert pipe at 80" spacing along the top of the concrete median barrier. These inserts protruded 1" above the top of concrete and were to be later used for glare screen post supports. The installation of the glare screen itself was not set up in this contract. The contractor experienced a great deal of trouble finishing the top of the concrete median because of these inserts. It was felt that this work was contributing heavily to the general shoddy appearance of the median barrier grade line. Therefore, the installation of these inserts was discontinued halfway through the median barrier work. A price agreement was made with the contractor whereby the remaining inserts would be deleted for the work involved cutting off all poured in place inserts and dressing up the area. This was thought to be prudent at the time due to the contractors problem of pouring presentable looking barrier and to the fact that there was no immediate plan for installating glare screens in the future. However, the contractor's grade line problems did not improve with the deletion of the inserts and now there is interest in adding a glare screen to the top of the median barrier.

J. As soon as the concrete median barrier became substantially in place, drainage problems began to occur. Though facilities for drainage were to be constructed on this contract, they were not designed adequately enough to handle the new drainage problems created by median barrier. These new facilities were designed from original construction drawings of I-5. As-constructed drawings should have been used because existing interceptor lines were found to be located on opposite sides of the freeway in some cases. Also, the Maintenance Section foreman should have been consulted during the design phase. The foreman would have pointed out many problems concerning the drainage along this portion of the freeway which could have been cured by work done on this contract. As it turned out, a State Force Order was initiated to correct drainage problems along this portion of the freeway.

Nok

K. Another problem was encountered re-mounting existing signs on new overhead sign bridge trusses. Some of these signs were old aluminum laminated signs which because of their design could not be remounted permanently to new trusses without major support revisions. This problem did not occur until the contractor began attempting to remount these signs late in the project. It was decided that new type "A" extruded signs could be furnished for a small amount of the cost over revising the existing signs. All of the existing signs were remounted in a temporary condition by our contractor and then replaced by new signs fabricated and erected by State Forces. Some advance work should be done by design and field to see if existing signs can indeed be remounted successfully at new locations.

L. Contractor, Olsen-Shea, did not complete the project until July 12, 1972. This was 205 calendar days beyond the allotted 240 calendar days set up in the contract. The contractor has submitted a claim to recover the liquidated damages accessed against him because of this time overrun. He bases his claim on the analysis that the 45 days lost during the summer of 1971 due to strikes caused the work to extend into the rainy fall and winter months. Because of this fact, concrete surface finishing of median barrier could only be economically accomplished one out of every five winter calendar days, thereby deleting completion of the project by 205 days. This writer agreed with the contractor's general theory, but could only allow 129 days upon making a comprehensive analysis of weather during this time period.

M. There were many problems involved with the construction of the concrete median barrier and concrete shoulder barriers. The contractor encountered a great deal of difficulty in holding the metal forms stationary. Forms would raise and be pushed out of plumb by concrete uplift pressures caused by insufficient anchorage. Sections of barrier were stripped and the next section formed with overlapping forms before the previously poured section had time to set. As a result, edges and corners of the previously poured section would crack and require extra finishing. The contractor had an insufficient finishing force to keep up with the pouring crew. Many of the sections of barrier had to set for days before the finishers could get to them, lengthening finishing time per section and pushing the finishing crew further behind. Incompetent finishing was evident shortly after the barrier was painted. Upon inspection numerous cracks as well as countless hollow patches were found to have formed. The contractor showed poor craftsmanship, inefficient scheduling and lack of experience in this type of construction. Also, a considerable amount of concrete was spilled over the sides of the forms during the pouring sequence. This was because of the narrow opening at the tops of the forms (6 inches), lack of any hopper for containment of concrete falling off the end of the chute from concrete truck, many form spreaders and holddown bolts and metal pipe inserts conflicting with concrete. An effort should be made to use pre-cast sections or slip form methods in the future.

N. This project had the following specification written into the Special Provisions "The State will be responsible for damages to the existing guardrail, median barrier, sign bridges, signs and sign supports and luminaire poles until such time as the contractor began work thereon or disturbs the facilities with his operations". Because of this specification and the contractors tardiness in fully completing work on the above mentioned items, considerable costs were absorbed by the contractor in maintaining these facilities. He has attempted to be reimbursed by including some of these costs in claims submitted against the project. It is recommended in the future that maintenance of facilities in close proximity to roadways and exposed to traffic damage be taken over by OSHD. A specification should be written asking that when the contractor completes a portion of subject work that after an adequate time to complete inspection and rework, and reinspection, thereon, the facilities would thereafter be maintained by OSHD.

O. Another major claim made by the contractor on this project concerns the furnishing of new sign luminaire equipment. The contract required the contractor to move and to remount existing signs on new sign bridge structures. He maintains that he should have been allowed to move the existing sign luminaires for that sign to the new location. In addition he indicated that OSHD people in Salem were contacted prior to bidding concerning this problem and that they concurred with his thinking on this matter. I differed with the contractor and referred him to Addenum Letter No. 1 of Special Provisions which stated that "luminaires and associated equipment required on the plans or in these special provisions to be installed on signs and sign structures shall be new material". It appears that this specification was added just prior to bidding in order to clarify the intent of the plans. It is suggested

Note that if indeed any contact is made by a contractor or a supplier with OSHD people in Salem prior to bidding that these people be instructed to tell the contractors to submit their inquiries through the project resident engineer.

5. In conclusion a great deal of problems were encountered because of the Prime Contractor's lack of expertise in doing the many varieties of work required on this project. Perhaps this problem can be solved by allowing the Prime Contractor to sub out more than 50 percent of the work on these types of contracts. Under this arrangement the chances would be greater that a company competent in a particular operation would be doing that work.

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U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Christianson

REGION NO. 10	REPORT NO. 10	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 11-5-73	REPORT MADE BY P. E. O'Neil, Assistant Area Engineer		PROJECT NO. I-405-8(27)301 I-5-6(70)296
COMPLETION DATE 7-12-72	ACCEPTANCE DATE BY CONTRACT AGENCY 9-29-72	TIME ELAPSED 170 %	CONTRACT TIME 240 calendar days
APPROVED EXTENSIONS 152 days	LOCATION I-5 between N. Portland Blvd. and Capitol Highway exit of Pacific Highway and I-405 Stadium Freeway in Portland.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HQ SENT

NOV 08 1973

REGIONAL OFFICE

N. PORTLAND BLVD.-CAPITOL HIGHWAY SECTION
PACIFIC HIGHWAY AND STADIUM FREEWAY
Guardrail, Median Barrier, and Impact Attenuators

This project provided for the construction of minor roadbed grading and asphalt concrete paving, removal of existing metal median barrier and guardrail, and construction of concrete median barrier, concrete shoulder barrier and metal guardrail, construction of 11 hydrocell impact attenuators, construction of signs and sign support structures, revision of existing illumination, non-skid pavement grooving and other minor incidental work.

11-9-73 cy Const you

All physical work was substantially completed in conformance with the approved plans and specifications on July 12, 1972 at which time 445 days had elapsed. The contractor was given a 152-day extension. The contract time of 240 days leaves 53 chargeable days of liquidated damages.

The final cost of the contract items was $1,356,702.28, which was an underrun of 1.8%. The grand total for the project including engineering and contingencies was $1,585,500, which is an underrun of 2%. All overruns and underruns were satisfactorily explained by the State. All of the required supporting documents have been submitted and acceptance of this project is recommended.

NOTED
H S COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE P. E. O'Neil for POE		SIGNATURE Original signed by E. J. Valach Dist. Engineer	
TITLE C. T. Christianson	DATE 11/6/73	TITLE E. J. Valach	DATE NOV 08 1973

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

Form PR 33-E
(Rev. 7-70)

7529

October 30, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-6(70)296
I-405-8(27)301

FROM L. M. Young
Office Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7529, Work Completed July 12, 1972

Project N. Portland Blvd.-Capitol Hwy.

Highway Pacific and Stadium Freeway

County Multnomah

Acceptance: Transportation Commission September 29, 1972

Federal Highway Administration July 12, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

BMW:js

cc: F. R. Griffin

7529

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 28, 1973

TO Mr. A. C. Harwood
Asst. Metro Engineer

J H Wood

FROM for R. W. Ellison
Bridge Administration Engineer

SUBJECT N. Portland Blvd.-Capitol Hwy. Sec.
Contract 7529
Contractor's Claim, Items 9 and 15

We have reviewed claim items 9 and 15 and offer the following comments:

No. 9 - Pay for New Sign Illumination Equipment

We agree with Jerry Street's interpretation of the plans and specifications. To our knowledge, there has never been any mention of reusing existing sign luminaires. We recommend that this claim not be paid.

No. 15 - Installing Neutral Wire

The neutral wire was omitted from the plans. We recommend that this claim be paid.

JHW:dh

cc E. S. Hunter
C. T. Keasey

NOTED
E. S. HUNTER

RECEIVED
AUG 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7529

May 1, 1973

Sierra Nevada Erectors, Inc.
P. O. Box 951
San Fernando, California 91340

Attention: A. Signett
Secretary-Treasurer

Gentlemen:

This is to acknowledge your letter of April 26 informing us that your claim against Contract No. 7529 has been reduced by $3,542.02.

We have noted this in our records and have reduced the claim amount to $31,704.98. We will notify all interested parties of your letter.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Homer J. Olsen, Inc.
Homer J. Olsen and J. F. Shea Co.
P. O. Box 993
Union City, California 94587

Industrial Indemnity Company
255 California Street
San Francisco, California 94120

NOTED ON CARD
5-1-73
fkn

RMG:fkn

Sierra
Nevada Erectors Inc.

April 26, 1973

State of Oregon
Division of Highways
Highway Building
Salem, Oregon

Re: Contract No. 7529
Olsen - Shea (JV)

Gentlemen:

As you know, we have in force a Stop Notice on the above referenced contract in the amount of $35,247.00.

Please be advised that we have this date received a payment of $3,542.02 from Olsen - Shea, thereby reducing our claim to $31,704.98.

Very truly yours,

SIERRA NEVADA ERECTORS, INC.

A. Signett

A. Signett
Secretary-Treasurer

AS/cp
cc: Olsen - Shea

NOTED
C. W. HEAD

[illegible] 1973
[illegible]

POST OFFICE BOX 951 • SAN FERNANDO, CALIFORNIA 91340 • TELEPHONE (213) 365-3355

5

7529

April 25, 1973

Mr. Milton B. Safier
Attorney at Law
1880 Century Park East
Suite 800
Century City
Los Angeles, California 90067

Dear Mr. Safier:

This is to acknowledge your letter of April 6 on behalf of Sierra-Nevada Erectors in reference to Contract No. 7529. We will make the letter and the copy attached to it a part of our contract file.

Your letter appears to be in reference to the letter we received from Sierra-Nevada Erectors, Inc., dated January 3, 1973. In response to that letter we filed a claim of $35,247 for sign structures furnished and erected against Contract 7529 with Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Company described as follows:

N. Portland Boulevard-Capitol Highway Sec.
Pacific and Stadium Freeways
Multnomah County.
Completed: July 12, 1972
Accepted: September 29, 1972
Surety: Industrial Indemnity Company
255 California Street
San Francisco, California 94120

We are unaware of any hearings or any action in connection with this contract and/or your client.

We assume your client will notify us when the above-mentioned claim has been satisfied.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

RMG:fkn

MILTON B. SAFIER
ATTORNEY AT LAW

1880 CENTURY PARK EAST, SUITE 800
CENTURY CITY
LOS ANGELES, CALIFORNIA 90067
879-2626 AND 277-3701

April 6, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Re: Contract #7529
Olsen-Shea (JV)

Gentlemen:

Please be advised that I represent Sierra-Nevada Erectors. Reference is made to contract #7529, dated February 1, 1971, between Oregon State Highway Division as owner and Olsen-Shea (JV) as contractor and sub-contract #36-1, between Olsen-Shea (JV) as contractor and Sierra-Nevada Erectors as subcontractor. My client unequivocally denies any liability or any claim for damages and requests notice and the opportunity to be present and heard at any hearings in connection with the matter.

I am enclosing a copy of a letter being sent to Olsen-Shea (JV).

Very truly yours,

Milton B. Safier

Milton B. Safier

MBS/ac

Enc.

MILTON B. SAFIER
ATTORNEY AT LAW

1880 CENTURY PARK EAST, SUITE 800
CENTURY CITY
LOS ANGELES, CALIFORNIA 90067
879-2626 AND 277-3701

April 6, 1973

Olsen-Shea (JV)
c/o Homer Olsen Inc., Sponsor
P.O. Box 993
Union City, California 94587

Re: Contract #7529

Gentlemen:

Please be advised that I represent Sierra-Nevada Erectors. Reference is made to contract #7529, between Oregon State Highway Division as owner and Olsen-Shea (JV) as contractor, and sub-contract #36-1, between Olsen-Shea (JV) and Sierra-Nevada Erectors, dated February 17, 1971.

This will advise you that my client unequivocally denies any liability in connection with any attempt to assess any damages against my client for any reason whatsoever, and demand is hereby made that my client be notified and have the opportunity of being present and heard in any hearings with the Oregon State Highway Division, so that their position may be fully set forth. You are further advised, that in the event any settlement is made between the Oregon State Highway Division and the general contractor, detrimental to the interest of my client, my client intends to pursue all appropriate legal remedies.

Very truly yours,

Milton B. Safier

Milton B. Safier

MBS/ac

cc: Oregon State Highway Division

5

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

7529

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 3, 1973

In reply refer to: 10-35-DA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

Walach

SUBJECT: Oregon I-5-6(70)296 & I-405-8(27)301
N. Portland Blvd.-Capitol Highway Section
Pacific Highway and Stadium Freeway

The analysis of contract time on this project has been reviewed. This analysis was clearly presented in Mr. Coulter's letter dated April 2, 1973.

The recommended extension of 152 calendar days is based on sound reasoning. I hereby concur in your proposal.

RECEIVED
STATE HWY ENGR
APR 6 73
REFER TO Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act ✓ | File

Orig.
4-6-73

NOTED
A. E. JOHNSON

RECEIVED
APR 6 1973
Office of
Assistant State Highway Engineer

4-6-73
cys. Keasey
Hart
Young
Bothman

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-244

5

7529

April 2, 1973

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension
North Portland Boulevard-Capitol Highway Section
Pacific Highway and Stadium Freeway
Multnomah County
Contract 7529, FAP I-5-6(70)296 and I-405-8(27)301

The contract for this project was awarded February 1, 1971, with the calendar day count to commence March 1, 1971. The time allowed for completion of the work was divided into two parts: (a) 120 calendar days for completion of impact attenuators; and (b) 240 calendar days for completion of all work. This projected an anticipated completion date of October 26, 1971.

During the period June 1, 1971, through July 14, 1971, work was stopped by strikes of the Operating Engineers and Carpenters for a total of 44 days. During this period no time was charged to the project, which changed the projected completion date to December 9, 1971.

Actual completion date for the project was July 12, 1972, with 445 calendar days charged to the project, an overrun of 205 calendar days. This period included two incidents during which calendar days were not charged to the project: June 5 to June 11, 1972, seven calendar days during the Portland Rose Festival, and July 2 to July 4, 1972, three days during the July 4 holiday.

The contractor, Olsen-Shea (JV), has requested an extension of 205 calendar days without assessment of liquidated damages. The contractor has based his request upon the assumption that time lost during the summer months cannot be compensated for by an equal amount of time in the winter, and the contractor has presented records and computations in support of his request.

The resident engineer on the project has reviewed the contractor's request, and through the use of field measurements, job records, and corrected calculations, has determined that 168 calendar days were required during the winter months from October 27, 1971, to April 9, 1972, to accomplish an equivalent amount of work expected to be completed during the 44-day lost time period. Of this 168 days, 44 have already been allowed (not counted during the strike period), leaving 124 calendar days justified as an extension of time for this reason.

The resident engineer's calculations are based on records of man-hours required to finish measured areas of concrete surfaces during both summer and winter months, comparing the two results, and using this comparison in calculating the number of additional winter days necessary to accomplish the equivalent summer work. In reviewing the presentation by the contractor and the presentation by the resident engineer, we find the resident engineer's approach sound, and that in any questionable area (such as hours worked, workable days), the contractor has been given the benefit of the more favorable interpretation.

However, the resident engineer has not included in his computations any allowance for disruption of normal or consistent scheduling of work during the winter months due to the inconsistent sequence of workable days. Although no time was charged in the resident engineer's computations for nonworkable days (rain, freeze, etc.) occurring between workable days, no allowance was given for delays inherent in the contractor's scheduling of work due to the intermittency of the workable days. Since for this reason there is no tangible way of determining accurately the actual time loss, we propose to allow the contractor an additional 10 days for this loss in addition to the 124 days justified by the resident engineer.

An additional five days is recommended for Price Agreement 8, which covered repair to median barrier damaged by an earth slide March 1, 1972. This was repaired by the contractor on liquidated damages time under Price Agreement 8, and five days' extension is justified.

The Metro office and the contractor agree that if they had known how inefficient the winter work was to be, they would have shut the work down for the winter, thus avoiding the charging of time during this period. This concept also appears in the adjoining similar job, the Columbia Blvd.-Marquam Bridge Section. The time limit for this project is expressed in calendar workdays, which allows for an automatic three-month cessation of time charging during the winter months. This substantiates the premise that exposed work, as required by the subject contract, cannot be efficiently performed during the winter.

In addition, no time has been allowed for 21 Extra Work Orders and eight Price Agreements (except Price Agreement 8) included in the work performed on this contract. Since most of this work was performed in conjunction with the regular contract work, separation of the work to show the actual time loss would be extremely difficult. However, an allowance for this work may be computed as follows:

Total payment to contractor for PAs, EWOs =		$87,175.27
Total not involving time loss:		
Flagging	$7,478.80	
On-job trainees	926.40	
Price Agreement 8	4,850.00	
Previous allowance		13,255.20
Total due consideration		$73,920.07

$$\frac{\text{Total due consideration}}{\text{Total for contract items}} = \frac{\$\ 73{,}920.07}{1{,}365{,}107.48} = 5.4\%$$

5.4% (240 cal. days) = 13 days' allowance for additional work

With your concurrence, we propose to recommend to the Highway Commission that the contractor be granted an extension of 152 calendar days without assessment of liquidated damages. Liquidated damages would be assessed for the remaining 53 days at $200 per day for a total of $10,600.

JD:dh ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. J. Hart
L. H. Young
R. N. Bothman

7529

STATE COPY

MONTHLY TRANSACTION NUMBER 3-53	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 9	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Multnomah
MODIFICATION NUMBER 1	(PPM 21-2) 3-22-73	PROJECT NUMBER I-5-6(70)296 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 18, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,495,131	$ 1,550,803
Federal Funds	$ 1,379,407	$ 1,430,700
Other revisions		

This modification is made for the following reasons:

Include approved items previously retained in program status and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of March, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Victor D. Wolfe
for E S Hunter
Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By C R Burghardt
Acting (Division Engineer)
for **Vernon V. Cusack**

Oregon State Highway Division

Federal-aid Project
No. I-5-6(70)296 Safety

N. PORTLAND BLVD.-CAPITOL HIGHWAY SECTION

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, March 15, 1973

Revised Project Agreement Estimate.

Type Code 7221
Non-Skid Pavement Grooving (Sta. 72+80 to Sta. 280+00)

Non-skid Pavement Grooving Force Account	30,000 sq.yd.	0.80	$ 24,000.00
Management and Traffic Control for Pavement Grooving Force Account	All Required		6,000.00
			$ 30,000.00

Type Code Y101
Guardrail (Sta. 229+65 to Sta. 346+00)

Temporary Protection and Direction of Traffic	All Required (95%)		$ 142,500.00
Clearing and Grubbing	All Required		100,000.00
Removal of Structures and Obstructions	All Required (95%)		47,500.00
Embankment in Place	1,880 cu.yd.	7.00	13,160.00
Trench Excavation	720 cu.yd.	15.00	10,800.00
Structure Excavation	700 cu.yd.	7.00	4,900.00
Class B Asphalt Concrete	1,200 ton	25.00	30,000.00
Metal Bin-Type Retaining Wall, Sta. 235	All Required		20,000.00
8-inch Sewer Pipe	500 lin.ft.	3.50	1,750.00
10-inch Sewer Pipe	7,500 lin.ft.	3.50	26,250.00
Extra for Pipe Under Pavement	7,600 lin.ft.	3.00	22,800.00
Granular Backfill in Sewers	200 cu.yd.	15.00	3,000.00
Concrete Inlets, Type G	64 only	200.00	12,800.00
Concrete Inlets, Type G-1	10 only	200.00	2,000.00
Special Spring Box	1 only	300.00	300.00
6-inch Drain Pipe	1,060 lin.ft.	4.00	4,240.00
Special Filter Material in Drains	100 cu.yd.	10.00	1,000.00
Guardrail, Type 2A	14,350 lin.ft.	5.00	71,750.00
Guardrail Anchors	40 only	175.00	7,000.00
Extra for Guardrail Connections to Misc. Structures	22 only	200.00	4,400.00
Special Metal Median Barrier	70 lin.ft.	8.00	560.00
Concrete Median Barriers	3,430 cu.yd.	92.00	315,560.00

Concrete Shoulder Barriers	780 cu.yd.	100.00	$ 78,000.00
Granular Backfill in Median Barriers	1,500 cu.yd.	4.00	6,000.00
Rock Curtain Screen	6,300 sq.yd.	3.00	18,900.00
4-inch Concrete Surfacing	150 sq.yd.	9.00	1,350.00
4-inch Exposed Aggregate Surfacing	1,070 sq.yd.	12.00	12,840.00
Concrete Curbs	50 cu.yd.	60.00	3,000.00
Concrete Islands	100 cu.yd.	60.00	6,000.00
Adjusting Manholes	2 only	200.00	400.00
Adjusting Inlets	4 only	200.00	800.00
Adjusting Boxes	1 only	200.00	200.00
Capping Inlets	8 only	200.00	1,600.00
Impact Attenuators (Hi-Dro Cushion Cells)	All Required (82%)		79,165.26
			$1,050,525.26

Type Code Y002
Signing

Removal of Existing Sign Installations	All Required (95%)		$ 9,500.00
Painted Wood Sign Posts	All Required		1,300.00
Sign Support Footings	All Required		18,000.00
Breakaway Sign Posts	All Required		3,000.00
Sign Bridge at Sta. 120+70 Lt.	All Required		11,000.00
Sign Bridge at Sta. 146+50	All Required		17,000.00
Sign Bridge at Sta. 244+88 Lt.	All Required		15,000.00
Sign Bridge at Sta. 258+70 Rt.	All Required		9,000.00
Sign Bridge at Sta. "L" 370+27	All Required		18,000.00
Cantilever Sign Structure at Sta. 225+20 Rt.	All Required		4,000.00
Cantilever Sign Structure at Sta. 263+80 Lt.	All Required		3,000.00
Cantilever Sign Structure at Sta. 373+68 Lt.	All Required		3,000.00
Structure Mount	All Required (47%)		940.00
Revision and Moving of Type "A" and "B" Signs	All Required		6,000.00
Moving of Type "C" and "D" Signs	All Required		2,000.00
Type "A" Signs in Place	140 sq.ft.	10.00	1,400.00
Type "D" Signs in Place	22 sq.ft.	6.00	132.00
Sign Bridge Covering	7,470 sq.ft.	4.00	29,880.00
Sign Illumination Equipment	All Required (91%)		13,650.00
			$ 165,802.00

Type Code Y030
Illumination

Roadway Illumination Installation, Complete	All Required		$ 110,000.00
			$1,326,327.26
Flagging (60% of Contractor's Cost)	All Required (95%)		$ 9,500.00
Temporary Erosion Control	All Required (95%)		475.00
On-the-Job Training ($0.80 per hr.)	All Required		1,600.00
EWO 3, Provide Drainage Thru Conc. Shoulder Barrier	All Required		2,411.60
EWO 7, Relocate Roadway Illumination Wiring	All Required		16,175.51
EWO 11, Construct New Curb and A.C. Berm	All Required		4,276.34
EWO 14, Remove Rock Outcropping	All Required		2,558.51
EWO 20, Install Slope Riprap	All Required		4,529.25
SFO 2, Permanent Striping at Gore Points	All Required (95%)		2,660.00
SFO 4, Additional Drainage Work	All Required		18,000.00
			$ 62,186.21
	Subtotal		$1,388,513.47
	10% Engr. & Cont.		138,850.53
	Total		$1,527,364.00
Sign Bridges	113,000 lb.	0.015	$ (1,695.00)
Guardrail Panels	320,000 lb.	0.015	(4,800.00)
Light Poles (11)	4,400 lb.	0.015	(66.00)
			$1,520,803.00

Length of Project - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Pavement Grooving	$ 30,000.00	$ 27,678.00	$ 2,322.00
Guardrail	1,520,803.00	1,403,022.00	117,781.00
Total	$1,550,803.00	$1,430,700.00	$120,103.00

Group 1 - 95%; Group 9 - 2%
Contract No. 7529
Prefix: 626-1035

N. PORTLAND BLVD.-CAPITOL HIGHWAY

NONPARTICIPATING - STATE WORK

Sign Bridge Covering	3,980 sq.ft.	4.00	$ 15,920.00

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 2-72	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. 6	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 2-18-71	COUNTY Multnomah PROJECT NO. I-5-6(70)296 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

N. Portland Blvd.-Capitol Highway Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-19-70 1-6-71	0.00
OTHER (Specify)		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,495,131.00	$ 1,379,407.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)
For: R. K. Simpson

Date executed by Division Engineer February 18, 1971

FORM PR-2 (REV. 1-70)

PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal-Aid
Project No. I-5-6(70)296 Safety

N. PORTLAND BLVD.-CAPITOL HIGHWAY SECTION

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, February 10, 1971

Project agreement estimate.

Type Code 7221
Non-Skid Pavement Grooving (Sta. 72+80 to Sta. 280+00)

Non-skid Pavement Grooving Force Account	30,000 sq.yd.	0.80	$ 24,000.00
Management and Traffic Control for Pavement Grooving Force Account	All Required		6,000.00
			$ 30,000.00

Type Code Y101
Guardrail (Sta. 229+65 to Sta. 346+00)

Temporary Protection and Direction of Traffic	All Required (95%)		$ 142,500.00
Clearing and Grubbing	All Required		100,000.00
Removal of Structures and Obstructions	All Required (95%)		47,500.00
Embankment in Place	1,880 cu.yd.	7.00	13,160.00
Trench Excavation	720 cu.yd.	15.00	10,800.00
Structure Excavation	700 cu.yd.	7.00	4,900.00
Class B Asphalt Concrete	1,200 ton	25.00	30,000.00
Metal Bin-Type Retaining Wall, Sta. 235	All Required		20,000.00
8-inch Sewer Pipe	500 lin.ft.	3.50	1,750.00
10-inch Sewer Pipe	7,500 lin.ft.	3.50	26,250.00
Extra for Pipe Under Pavement	7,600 lin.ft.	3.00	22,800.00
Granular Backfill in Sewers	200 cu.yd.	15.00	3,000.00
Concrete Inlets, Type G	64 only	200.00	12,800.00
Concrete Inlets, Type G-1	10 only	200.00	2,000.00
Special Spring Box	1 only	300.00	300.00
6-inch Drain Pipe	1,060 lin.ft.	4.00	4,240.00
Special Filter Material in Drains	100 cu.yd.	10.00	1,000.00
Guardrail, Type 2A	14,350 lin.ft.	5.00	71,750.00
Guardrail Anchors	40 only	175.00	7,000.00
Extra for Guard Rail Connections to Misc. Structures	22 only	200.00	4,400.00
Special Metal Median Barrier	70 lin.ft.	8.00	560.00

Concrete Median Barriers	3,430 cu.yd.	92.00	$ 315,560.00
Concrete Shoulder Barriers	780 cu.yd.	100.00	78,000.00
Granular Backfill in Median Barriers	1,500 cu.yd.	4.00	6,000.00
Rock Curtain Screen	6,300 sq.yd.	3.00	18,900.00
4-inch Concrete Surfacing	150 sq.yd.	9.00	1,350.00
4-inch Exposed Aggregate Surfacing	1,070 sq.yd.	12.00	12,840.00
Concrete Curbs	50 cu.yd.	60.00	3,000.00
Concrete Islands	100 cu.yd.	60.00	6,000.00
Adjusting Manholes	2 only	200.00	400.00
Adjusting Inlets	4 only	200.00	800.00
Adjusting Boxes	1 only	200.00	200.00
Capping Inlets	8 only	200.00	1,600.00
Impact Attenuators (Hi-Dro Cushion Cells)	All Required (82%)		79,165.26
			$1,050,525.26

Type Code Y002

Signing

Removal of Existing Sign Installations	All Required (95%)		$ 9,500.00
Painted Wood Sign Posts	All Required		1,300.00
Sign Support Footings	All Required		18,000.00
Breakaway Sign Posts	All Required		3,000.00
Sign Bridge at Sta. 120+70 Lt.	All Required		11,000.00
Sign Bridge at Sta. 146+50	All Required		17,000.00
Sign Bridge at Sta. 244+88 Lt.	All Required		15,000.00
Sign Bridge at Sta. 258+70 Rt.	All Required		9,000.00
Sign Bridge at Sta. "L" 370+27	All Required		18,000.00
Cantilever Sign Structure at Sta. 225+20 Rt.	All Required		4,000.00
Cantilever Sign Structure at Sta. 263+80 Lt.	All Required		3,000.00
Cantilever Sign Structure at Sta. 373+68 Lt.	All Required		3,000.00
Structure Mount	All Required (47%)		940.00
Revision and Moving of Type "A" and "B" Signs	All Required		6,000.00
Moving of Type "C" and "D" Signs	All Required		2,000.00
Type "A" Signs in Place	140 sq.ft.	10.00	1,400.00
Type "D" Signs in Place	22 sq.ft.	6.00	132.00
Sign Bridge Covering	7,470 sq.ft.	4.00	29,880.00
Sign Illumination Equipment	All Required (91%)		13,650.00
			$ 165,802.00

Type Code Y030
Illumination

Roadway Illumination Installation, Complete	All Required		$ 110,000.00
			$1,326,327.26
Flagging (60% of Contractor's Cost)	All Required (95%)		$ 9,500.00
Temporary Erosion Control	All Required (95%)		475.00
On-Job Training ($0.80 per hr.)	All Required		1,600.00
			$ 11,575.00
	Subtotal		$1,337,902.26
	10% Engr. & Cont.		133,789.74
	Total		$1,471,692.00
Sign Bridges	113,000 lb.	0.015	$ (1,695.00)
Guardrail Panels	320,000 lb.	0.015	(4,800.00)
Light Poles (11)	4,400 lb.	0.015	(66.00)
			$1,465,131.00

Length of Project - - - 0.00 Mile

Retained in Program Status

Permanent Pavement Striping at Gore Points	All Required (95%)	$ 2,850.00
Adjust Manholes (Sta. 242+00)	All Required	1,000.00
Repair Damaged Impact Attenuators	All Required (95%)	4,750.00
Jacking Pavement (Sta. 184 to 187)	All Required	10,000.00
	Subtotal	$ 18,600.00
	10% Engr. & Cont.	1,860.00
	Total	$ 20,460.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Pavement Grooving	$ 30,000.00	$ 27,678.00	$ 2,322.00
Guardrail	1,465,131.00	1,351,729.00	113,402.00
Subtotal	$1,495,131.00	$1,379,407.00	$115,724.00
Retained in Program	20,460.00	18,876.00	1,584.00
Total	$1,515,591.00	$1,398,283.00	$117,308.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 95%; Group 9 - 2%
Contract No. 7529
Prefix 626-1035

N. PORTLAND BLVD.-CAPITOL HIGHWAY

NONPARTICIPATING - STATE WORK

Sign Bridge Covering	3,980 sq.ft.	4.00	$ 15,920.00

7529

March 19, 1973

Industrial Indemnity Company
236 California Street
San Francisco, California 94120

Gentlemen:

A fourth post-final payment for $1,030 will be made to Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Company on Contract No. 7529 for work on the North Portland Boulevard-Capitol Highway Section of the Pacific and Stadium Freeways in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,403,927.33 including the post-final payment. Of the total, $80,266.27 is for force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

he

cc Homer J. Olsen, Inc.,
Homer J. Olsen
J. F. Shea Company
P. O. Box 993
Union City, California 94587

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn Dick Hacek
L. W. Rulien

5

RECEIVED
JAN 12 [illegible]
FOR FILING

4751

FILED
JAN 10 1973
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7529

January 9, 1973

Sierra Nevada Erectors, Inc.
P. O. Box 951
San Fernando, California 91340

NOTED ON CARD
11-11-73 KO

Attention: R. W. Schillinger
President

Gentlemen:

This is to acknowledge receipt of your letter of January 3, 1973, with attached Notice of Claim advising us that Olsen-Shea owes you for sign structures furnished and erected in the amount of $33,247.

This appears to be in reference to the Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Company Contract No. 7529 for work on the North Portland Boulevard-Capitol Highway Section of the Pacific and Stadium Freeways in Multnomah County.

The Industrial Indemnity Company, 255 California Street, San Francisco, California 94120 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JAN 11 1973
OREGON
STATE HIGHWAY COMMISSION

CWH:ks
cc Industrial Indemnity Company
Homer J. Olsen, Inc., Homer J. Olsen
and J. F. Shea Company
bc Hon. Clay Myers - Please acknowledge receipt of attached ✓
claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Sierra Nevada Erectors Inc.

January 3, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query
Secretary

Re: Contract No. 7529
Olsen - Shea, JV

Gentlemen:

We are enclosing herewith a Notice of Claim on referenced contract. We understand that the State accepted this work on July 12, 1972, and we are therefore filing this claim in accordance with ORS 279.528 as amended by 1953 c. 131 § 3; 1957 c 650 § 6.

Your cooperation in forwarding this claim to the Secretary of State for filing and your advising Industrial Indemnity (the surety on this bond) of receipt thereof will be sincerely appreciated.

Very truly yours,

SIERRA NEVADA ERECTORS, INC.

R. W. Schillinger
President

RWS/cp
Enclosure

RECEIVED
JAN 8 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

POST OFFICE BOX 951 • SAN FERNANDO, CALIFORNIA 91340 • TELEPHONE (213) 365-3355

Sierra Nevada Erectors Inc.

January 3, 1973

TO: Oregon State Highway Division

Notice hereby is given that the undersigned, Sierra Nevada Erectors, Inc., has a claim for sign structures (bridges, cantilever and structure mounted) items 40 through 48, furnished and erected, in the sum of $35,247.00 against the bond taken from Olsen - Shea, Joint Venture and Industrial Indemnity Company, 255 California Street, San Francisco, California 94120, for the work of guard rail, median barrier and impact attenuators, State contract number 7529.

SIERRA NEVADA ERECTORS, INC.

Robert W. Schillinger
President

RECEIVED
JAN 5 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

POST OFFICE BOX 951 • SAN FERNANDO, CALIFORNIA 91340 • TELEPHONE (213) 365-3355

RECEIVED
DEC 2 1972
FOR FILING

7529

December 21, 1972

Star Rentals, Inc.
1800 Southeast Union
Portland, Oregon 97214

Gentlemen:

Thank you for your letter of December 19, 1972, advising us that you have received payment in full from Cal Enterprises, Inc., (subcontractor) from Olsen-Shea, Joint Venture.

From the description given in your letter, this appears to be in reference to the Olsen-Shea, Joint Venture, Contract No. 7529 for work on the N. Portland Boulevard-Capitol Highway Section of the Pacific and Stadium Freeways in Multnomah County.

Our records indicate that your claim for materials was in the amount of $969.29. This information is being noted in our records, and we will advise the principal contractor and the surety of the receipt of your letter.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

CWM:dr

cc Industrial Indemnity Company
255 California Street
San Francisco, California 94120

Homer J. Olsen, Inc., Homer J. Olsen &
J. F. Shea Company
P. O. Box 993
Union City, California 94587

NOTED ON CARD
12-21-72 dw

STAR RENTALS

December 19, 1972

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: C.W. Head, Secretary

Gentlemen:

This is to advise you that we have received payment in full for Cal Enterprises, Inc. (sub-contractor) from Olsen-Shea, Joint Venture.

This payment was for materials furnished in connection with your Contract No. 7529, North Portland Boulevard-Capitol Highway Section of the Pacific and Stadium Freeways in Multnomah County.

Very truly yours,

Harold Wall

Harold Wall, Manager
Star Rentals

HW:ro

CC: Homer J. Olsen, Inc.

RECEIVED
DEC 21 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

STAR RENTALS, INC. OF OREGON ☆ 1800 Southeast Union ☆ PORTLAND, OREGON 97214
Telephone 234-0631 ☆ Area Code 503

5

FOR FILING

Claim 4742

FILED
DEC 15 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

7529

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED ON CARD
12-18-72 KS

December 14, 1972

Ross Island Sand & Gravel Co.
4129 Southeast McLoughlin Boulevard
Portland, Oregon 97202

Attention: R. D. Slater

Gentlemen

This is in reply to your letter of December 8, 1972, with attached statement, informing us that Olsen-Shea owes you $1,900.92.

From the description given in your letter, this appears to be in reference to the Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Company Contract No. 7529 for work on the N. Portland Boulevard-Capitol Highway Section of the Pacific and Stadium Freeways in Multnomah County.

The Industrial Indemnity Company, 255 California Street, San Francisco, California 94120, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

KMH:dr

NOTED
C. W. HEAD

RECEIVED
DEC 18 1972
OREGON
STATE HIGHWAY COMMISSION

cc Industrial Indemnity Co.
P. O. Box 3623
San Francisco, California 94120

Attn: Bond Department

Homer J. Olsen, Inc., Homer J. Olsen
and J. F. Shea Company
P. O. Box 993
Union City, California 94587

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ROSS ISLAND SAND & GRAVEL CO.
Phone 236-2177
4129 SOUTHEAST McLOUGHLIN BOULEVARD
PORTLAND, OREGON 97202

December 8, 1972

Mr. Cecil Head, Secretary
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Gentlemen:

We are hereby filing on the bond of Olsen-Shea, A Joint Venture, (Homer J. Olsen, Inc. and J.F. Shea & Co., Inc.) on Contract No. 7529, North Portland Boulevard-Capitol Highway guardrail, median barrier and impact attenuators for Oregon State Highway Department.

This project was accepted on September 29th, 1972, by the State Highway Commission. Therefore, we will have to look to the Industrial Indemnity Co., 255 California St., San Francisco, Calif. for the unpaid amount due us of $1900.92.

We will appreciate your cooperation in expediting this claim.

Very truly yours,

ROSS ISLAND SAND & GRAVEL CO.

R. D. Slater
R. D. Slater
Secretary

RDS/g

R[illegible]
[illegible]
STATE HIGHWAY [illegible]

ROSS ISLAND
SAND & GRAVEL CO.

STATEMENT

4129 S. E. McLoughlin Blvd.
Portland, Oregon 97202

236-2177

Olson Shea
P. O. Box 993
Union City, Calif. 94587

PLEASE DETACH THIS STUB AND MAIL WITH CHECK

DESCRIPTION	DATE	NUMBER	CHARGES	CREDITS	BALANCE
				AUG 1 72	3,599.88
	AUG 16 72	127		1,698.96	1,900.92

REMITTANCES RECEIVED AFTER THE END OF THE MONTH ARE NOT INCLUDED IN THIS STATEMENT

PREMIX *Concrete* — SAND — GRAVEL — CRUSHED STONE PREMIX *Drymix* IN SACKS — CONCRETE — MORTAR — GROUT

ROSS ISLAND SAND & GRAVEL CO.

[illegible]

7529

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE November 29, 1972

TO Mr. H. S. Coulter
Regional Engineer

FROM R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

NOTED
A. E. JOHNSON

SUBJECT N. Portland Blvd.-Capitol Highway Section
Pacific Highway & Stadium Freeway
Multnomah County
Contract 7529

Attention Mr. C. O. Fredrickson

We have reviewed the sign luminaire claim submitted by you on November 17, 1972, and agree that it should be denied.

The revision letter of January 14, 1971, referring to Article 646.17A sets forth what was required.

DOC:dh

cc A. E. Johnson
John Bond
Jerry Street

RECEIVED
NOV [illegible] 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 1[illegible] 1972
FOR FILING

7529

November 10, 1972

Industrial Indemnity Company
San Francisco Division
255 California Street
San Francisco, California   94120

Re: Contract No. 7529

Gentlemen:

A third post-final payment for $4,850 will be made to Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Company, Inc., for work on the North Portland Boulevard-Capitol Highway Section of the Pacific and Stadium Freeways in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,402,877.55 including the third post-final payment. Of the total $80,266.27 is for force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

ke

cc Homer J. Olsen, Inc.
Homer J. Olsen and
J. F. Shea Company, Inc.
P. O. Box 993
Union City, California   94587

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn W. L. Mouner
L. W. Rulien

RECEIVED
OCT 31 1972
FOR FILI

7529

October 31, 1972

Industrial Indemnity Company
255 California Street
San Francisco, California 94120

Gentlemen:

A post-final payment for $370.38 will be made to Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Company on Contract No. 7529 for work on the North Portland Boulevard-Capitol Highway Section of the Pacific and Stadium Freeways in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,398,027.53 including the post-final payment. Of the total, $80,266.27 is for force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Homer J. Olsen, Inc., Homer J.
Olsen and J. F. Shea Company
401 South Hartz
Danville, California 94526

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
L. W. Rulien

5

RECEIVED
OCT 12 1972
FOR FILING

7529

October 11, 1972

Industrial Indemnity Company
255 California Street
San Francisco, California 94120

Gentlemen:

A post-final payment for $286.42 will be made to Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Company on Contract No. 7529 for work on the North Portland Boulevard-Capitol Highway Section of the Pacific and Stadium Freeways in Multnomah County.

The total amount paid on this contract will be $1,397,657.17 including the post-final payment. Of the total, $79,895.59 is for force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Homer J. Olsen, Inc., Homer J.
  Olsen and J. F. Shea Company
  401 South Hartz
  Danville, California 94526

bc C. T. Kenney
  Walt Hart
  V. E. Skoog
    Attn W. L. Mesmer
  L. W. Dulien

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7529

Order No. 4 (Supplement)

FEDERAL HIGHWAY ADMINISTRATION

Section N. Portland Blvd. - Capitol Hwy Section

Date October 9, 1972

Highway Pacific and Stadium Freeways

F.A.P. No. I-5-6(70)296 I-405-8(27)301

County Multnomah

Prefix 626-1035 Account No. 233-04

Description of Work To Be Done: See original State Force Order No. 4 for description of work to be done. This order will increase the estimated cost for doing this work.

Location by Station Numbers: Throughout the project.

Estimate of Quantities and Costs:

	Original	Supplement	Total
Labor	$5,000.00	$5,000.00	$10,000.00
Equipment	$2,000.00	$3,000.00	$ 5,000.00
Materials	$2,000.00	$1,000.00	$ 3,000.00
TOTAL	$9,000.00	$9,000.00	$18,000.00

Explanation: This order will increase the estimated cost of doing State Force No. 4 by $9,000.00. This amount is needed in order to correct the inadequate estimate made for jacking drain pipe under freeway at "L" line station 118 + 50.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,617,058.12
Present estimate of project cost, including $9,000.00 for work under this order	$1,630,507.70
Expected under-run over-run (amount) OVERRUN	$ 13,449.58
Expected under-run over-run (per cent) OVERRUN	0.83%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street
Resident Engineer

Approval Recommended: R.W. Ellis
For: ~~Construction Engineer or~~ Bridge Engineer

Approval Recommended:
Assistant Regional Engineer

Approved: Approved
~~Construction Engineer~~
Asst. State Hwy. Engr.

5

RECEIVED
OCT 9 - 1972

7529

October 5, 1972

Industrial Indemnity Company
255 California Street
San Francisco, California 94120

Gentlemen:

On October 4, 1972, we wrote to you concerning release of final payment on Contract No. 7529 awarded to Homer J. Olson, Inc., Homer J. Olson and J. F. Shea Company for work on North Portland Blvd.-Capitol Highway Section of Pacific and Stadium Freeways in Multnomah County.

Final payment on this contract is $2,000 and the total contract amount is $1,397,370.75 including $79,609.47 for work performed under force account.

Very truly yours,

G. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

Shm
cc Homer J. Olson, Inc.
Homer J. Olson
and J. F. Shea Company
401 South Hartz
Danville, California 94526

C. T. Kenney
Walt Hart
V. E. Skoog Attn: W. L. Mumner
L. W. Bullion

RECEIVED
OCT 4 - 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7529

DATE October 2, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7529, Work Completed July 12, 1972

Project N. Portland Blvd.-Capitol Hwy.

Highway Pacific & Stadium Fwy. County Multnomah

Type of Work Guardrail, Med. Barrier & Impact Attenuators

Contractor Homer J. Olsen, Inc., & Homer J. Olsen

Recommended Acceptance Date September 29, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 31, 1972 for your formal concurrence.

VG:dg

cc C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

files

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NOTED ON CARD
9-29-72

RECEIVED
OCT 1 - 1972
FOR FILING

1859

7529

Claim 4713

FILED
SEP 29 1972
CLAY MYERS
SECRETARY OF STATE

RECEIVED
28 AM '72
ERS
TATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 26, 1972

Star Rentals, Inc.
1800 Southeast Union
Portland, Oregon 97214

Attention: Harold Wall, Manager

Gentlemen:

This is to acknowledge receipt of your letter of September 22, 1972, advising us that Cal Enterprises, Inc., (sub-contractor) owes you for materials in the amount of $969.29.

You state this is in reference to Olsen-Shea, Joint Venture, Contract No. 7529 for work on the North Portland Boulevard-Capitol Highway Section of the Pacific and Stadium Freeways in Multnomah County.

The Industrial Indemnity Company, 255 California Street, San Francisco, California 94120, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:dr

cc Homer J. Olsen, Inc., Homer J. Olsen
and J. F. Shea Company
401 South Hartz
Danville, California 94526

RECEIVED
SEP 28 1972
OREGON
STATE HIGHWAY COMMISSION

Industrial Indemnity Company
255 California Street
San Francisco, California 94120

bc Commission
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

STAR RENTALS

September 22, 1972

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Gentlemen:

We furnished materials to Cal Enterprises, Inc., a sub-contractor for Olsen-Shea, joint venture, for use in their work on Capitol Highway, Portland, Oregon. This material was used during the period from May, 1971, through October, 1971.

There is still a balance owing on the Cal Enterprises, Inc., account with us of $969.29.

We understand that final settlement has not been made on this project and we would like to claim the money due to us.

Very truly yours,

Harold Wall
Harold Wall, Manager
Star Rentals

HW:ro

RECEIVED
SEP 25 1972
OREGON
STATE HIGHWAY COMMISSION

STAR RENTALS, INC. OF OREGON ☆ 1800 Southeast Union ☆ PORTLAND, OREGON 97214
Telephone 234-0631 ☆ Area Code 503

ECEIVED
AUG 23 1972

FOR FILING

7529

August 22, 1972

Sierra Nevada Erectors, Inc.
P. O. Box 951
San Fernando, California 91340

Attention: R. W. Schillinger
President

Gentlemen:

Thank you for your letter of August 15 notifying us that you wish to withdraw your claim for $62,454.25 against Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Company.

This was in connection with Contract No. 7529 for work on the North Portland Boulevard-Capitol Highway Section of the Pacific and Stadium Freeways in Multnomah County.

We will advise the surety and the contractor on this contract of your request.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Homer J. Olsen, Inc.
Homer J. Olsen and J. F. Shea Co.
401 South Hartz
Danville, California 94526

Industrial Indemnity Co.
255 California Street
San Francisco, California 94120

Commission

NOTED ON CARD
8-22-72
fw

fkn

10

Sierra Nevada Erectors Inc.

August 15, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Re: Contract 7529
Homer J. Olsen, Inc.,
Homer J. Olsen and J. F. Shea Co.

Gentlemen:

This is to advise you that we hereby withdraw our claim of July 10, 1972, against the above named contractor in the amount of $62,454.25.

Thank you for your expeditious handling of this matter.

Very truly yours,

SIERRA NEVADA-ERECTORS INC.

R. W. Schillinger
President

RWS/db
cc: Homer J. Olsen
Ray Wulferd, J. F. Shea Co.

RECEIVED
AUG 18 1972
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BOX 951 • SAN FERNANDO, CALIFORNIA 91340 • TELEPHONE (213) 365-3355

7529

FORM [illegible] (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: N. Portland Boulevard-Capitol Highway Section

WEEK ENDING: July 29, 1972

SECTION PREFIX: 626 - 1035

HIGHWAY: Pacific & Stadium Freeway

COUNTY: Multnomah

KIND OF WORK: Guard Rail, Median Barrier & Impact Attenuators

NAME OF JOB: N. Portland Blvd.-Capitol Hwy. Sect.

CONTRACT NUMBER: 7529

FEDERAL AID PROJECT NUMBER: I-5-6(70)296 & I-405-8(27)301

CONTRACTOR: Olsen - Shea (JV)

DATE WORK STARTED: April 19, 1971

ESTIMATED COMPLETION DATE: July 12, 1972

DATE OF CONTRACT: February 1, 1971

	A	B
SPECIFIED WORK DAYS		
SPECIFIED CALENDAR DAYS	120	240

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 445

PERCENT OF TIME ELAPSED: 185.4 %

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: 0
SUPERVISION: 0

PROJECT AUTHORIZATION: $ 1,617,058.12

EXCLUSIVE OF ENGINEERING: $ 1,501,600.76

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,501,200.34

ESTIMATED PERCENT OVERRUN / UNDERRUN: UNDERRUN 0.04 %

ENGINEERING AUTHORIZATION: $ 115,457.36

ENGINEERING COST TO DATE: $ 125,000.00

PERCENT OF AUTHORIZATION: 108.3 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0 %

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.0 %

DATE PROJECT WAS COMPLETED:
(A) August 11, 1971
(B) July 12, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.3				0.3
MILES PARTIALLY COMPLETED	0.3				0.3
MILES COMPLETED	0.3				0.3
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,880 C.Y.				1,200 T.
TOTAL QUANTITIES CORRECTED TO DATE	1,880 C.Y.				884 T.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,880 C.Y.				884 T.
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					

NUMBER OF SHIFTS PER DAY: 1

HOURS PER SHIFT: 8

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Imp Atten	Bin Wall	Conc Med Barrier	Conc Shld Barrier	Grd Rail	Signing	Hwy Illum Complete
PERCENT	100	100	100	100	100	100	100

	WEATHER	Calendar ~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Fair	0		
TUESDAY	Fair	0		
WEDNESDAY	Fair	0		
THURSDAY	Fair	0		
FRIDAY	Fair	0		
SATURDAY		0		

RECEIVED
JUL 31 1972
CONSTRUCTION SECTION
Routing
Kossey
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

July 23 SUNDAY	No Activity
July 24 MONDAY	No Activity
July 25 TUESDAY	No Activity
July 26 WEDNESDAY	No Activity
July 27 THURSDAY	No Activity
July 28 FRIDAY	No Activity
July 29 SATURDAY	No Activity

REMARKS

SUMMARY: No Activity.

THIS IS THE FINAL WEEKLY REPORT FOR THIS PROJECT.

Anticipated Date for Submission of Semi-Final is September 1, 1972.

SIGNED Roger W. Kuchinka LOCATION Portland
for Jerry C. Street, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

5

STATE COPY

OREGON STATE
HIGHWAY DIVISION

7529

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 26, 1972

TO
~~G. L. Green, Acting Division Engineer~~
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-5-6(70)296
I-405-8(27)301

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
R. D. ASBURRY
by
L. H. Young
Programing Engineer

NOTED
A. E. JOHNSON

Cy Consts 8-7-72

SUBJECT **Request: Contract Acceptance**

Contract 7529 Work Completed July 12, 1972

Project N. Portland Blvd. - Capitol Highway

Highway Pacific and Stadium Freeway

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 12, 1972

Conditions not acceptable: Reference is made to Final Inspection Report dated 5-30-72.

G. L. Green
Acting Division Engineer

VG:kds

cc: Tom Edwards
L. H. Young

8-7-72
Al cc Young

RECEIVED
AUG 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] - 1972
FOR FILING

7529

OLSEN-SHEA
A JOINT VENTURE

4129 S. E. McLAUGHLIN
P. O. BOX 42192, PORTLAND, OREGON 97242
TELEPHONE (503) 234-0501

HOMER J. OLSEN, INC.
(SPONSOR)
GENERAL ENGINEERING CONTRACTOR
HOME OFFICE – DANVILLE, CALIFORNIA

J. F. SHEA CO., INC.
GENERAL ENGINEERING CONTRACTOR
OAKLAND, CALIFORNIA

July 26, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary, Oregon State Highway Commission

Reference: N. Portland Blvd.-Capitol Highway Contract # 7529

Subject: Sierra Nevada Erectors, Inc. Claim Dated July 10, 1972

Gentlemen:

On this date we received a copy of a letter from Oregon State Highway Division dated July 20, 1972 to Sierra Nevada Erectors, acknowledging a claim for $62,454.25 that was dated July 10, 1972.

This is to inform you that Sierra Nevada Erectors, Inc. had been paid all the monies due them prior to July 10, 1972 in accordance with the terms of our subcontract agreement.

Sierra Nevada Erectors, Inc. was entitled to a progress payment around June 25, (depending upon when we were paid) for work completed prior to May 5. This payment was being held up per our letter of May 15, 1972 to Sierra Nevada Erectors, Inc. and O.S.H.D. letter to Olsen-Shea (J.V.). Copies of these letters are enclosed.

The above subject claim has no validity; therefore the contractor is hereby giving notice that we will contest any action the State of Oregon may initiate in regard to this claim.

Very truly yours,

OLSEN-SHEA J.V.

Robert L. Bowen

Robert L. Bowen
Project Manager

NOTED
FLOYD QUERY

RECEIVED
JUL 31 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Cc ✓

RLB/lk
Enclosures (2)
cc: Industrial Indemnity Company
255 California St.
San Francisco, Ca. 94120

May 15, 1972

Sierra Nevada Erectors, Inc.
P. O. Box 951
San Fernando, California 91340

Attention: Bob Schillinger

Subject: Subcontract No. 36-1

Gentlemen:

As per copy of the attached form from the State of Oregon, they are holding up our progress estimate for April 1972 because we have not received Wage Certification forms from your company.

Our office manager explained to your field representative or April 26, 1972 that we had to have a Wage Certification and E.E.O. reports for at least three months even if no work was performed.

Around the 8th of May, after not receiving anything, our office manager called your office and requested the same information again. We received the E.E.O. reports on the wrong form, so we called again and sent you the proper forms.

On this date, we received Wage Certifications from you that were neither signed nor notarized, so we called again.

Please make certain that the proper forms are completed as required and sent to this office immediately!

If is our intention to hold up your progress payment for the same amount of time that the State delays in making our payment. You will also be held responsible for any other costs that are directly attributable to this delay in receiving our progress estimate.

Sincerely,

OLSEN-SHEA (JV)

RLB

Robert L. Bowen
Project Manager

RLB/sh
Encl

Subject: Estimate No. 13
Section N. Portland - Capitol Hwy
Highway Pac. Hwy. ; Stadium
Contract 2529
Prefix 626-1035
Bridge No. ________

Olsen - Shea (JV)
P. O. Box 42192
Portland, Oregon 97242

Attn: Mr. Robert Bowen

Gentlemen:

This is to inform you that the estimate on the above project is being submitted --

Sierra - Nevada Erectors.

Without the Public Works Contractors Wage Certification Forms ☑

With only _____ copies of Public Works Contractors Wage Certification Forms ☐

And ________ copies of Public Works Contractors Wage Certification Forms will follow as soon as received ☐

The estimate will be checked and forwarded to the Secretary of State's office where it will be held without payment until all the Public Works Contractors Wage Certification Forms are submitted.

jerry c. street
Resident Engineer

cc: Division Engineer
Construction or Bridge Engineer
Files

RECEIVED
JUL 25 1972
FOR FILING

1859

7529

Claim # 03

FILED
JUL 21 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 20, 1972

Sierra Nevada Erectors, Inc.
P. O. Box 951
San Fernando, California 91340

NOTED ON CARD
7-24-72 KL

Gentlemen:

This is to acknowledge receipt of your letter of July 10, 1972, informing us that Olsen-Shea owes you for materials in the amount of $62,454.25.

This appears to be in connection with the Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Company Contract No. 7529 for work on the North Portland Boulevard-Capitol Highway Section of the Pacific and Stadium Freeways in Multnomah County.

The Industrial Indemnity Company, 255 California Street, San Francisco, California 94120, furnished the performance bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Industrial Indemnity Company
255 California Street
San Francisco, California 94120

NOTED
C. W. HEAD

Homer J. Olsen, Inc., Homer J. Olsen,
and J. F. Shea Company
401 South Hartz
Danville, California 94526

bc Commission
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

Sierra Nevada Erectors Inc.

July 10, 1972

TO: Oregon State Highway Division

Notice hereby is given that the undersigned, Sierra Nevada Erectors, Inc., has a claim for sign structures (bridges, cantilever and structure mounted) items 40 through 48, furnished and erected, in the sum of $62,454.25 against the bond taken from Olsen-Shea, Joint Venture and National Indemnity Company, 255 California Street, San Francisco, California 94120, for the work of guard rail, median barrier and impact attenuators, State contract number 7529.

SIERRA NEVADA ERECTORS, INC.

Robert W. Schillinger
President

RECEIVED
JUL 14 1972
OREGON
STATE HIGHWAY COMMISSION

Received 7-14-72

NOTED
LLOYD QUERY

cc

NOTED

POST OFFICE BOX 951 • SAN FERNANDO, CALIFORNIA 91340 • TELEPHONE (213) 365-3355

RECEIVED
JUN 20 1972
FOR FILING

7529

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: June 14, 1972

In reply refer to: 10-35-DA

: Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : Mr. G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-6(70)296 & I-405-8(27)301
N. Portland Blvd. - Capitol Highway Sec.
Pacific Hwy and Stadium Freeway
State Force Order No. 6
Total Estimated Amount of the Order - $5,200.00
Federal Participation - $4,680.00

6-19-72
AYoung

Reference is made to Mr. Young's letter of June 5, concerning the subject order.

The use of State Forces to replace fire existing laminated signs with type "A" extruded signs is approved as being in the public interest under the provision of PPM 21-6.2 for the following reasons:

1. The contractor is no longer equipped nor staffed to perform the work contemplated under the order. Contract time has expired and further delays would be undesirable.

2. The State has trained men and specialized equipment to perform the work.

3. Due to mounting on the new overhead support structure the mounting points on the old signs will not withstand design wind loadings. The cost of modification approaches the cost of new signs and replacement is practical.

Signing to be performed should be in conformance with the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the actual cost of signing less salvage value if applicable. An approved copy of the order is herewith returned.

Enclosure
State Force Order No. 6

[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 26 1972
FOR FILING

7529

May 25, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-6(70)296
I-405-8(27)301

FROM George H. Baldwin
Administrator of Highways

by ORIGINAL SIGNED
R. D. ASBURRY
L. H. Young
Programming Engineer

SUBJECT Request; Change Order Approval

Contract 7529 State Force Order No. 5

Project N. Portland Blvd.-Capitol Hwy.

Highway Pacific

County Multnomah

This order covers a credit to the project for salvaged sign bridge structures, guard rail members and slip-base luminaire poles which were transferred to the State Maintenance.

A salvage value of 1 1/2¢ per pound has been established for this material. The value of this credit is $5,860.35.

This credit to the project was tentatively approved by the Federal Highway Administration District Engineer May 11, 1972.

Your approval as of May 11, 1972 is requested.

Attachments

EMW:js

-105 (Rev. 8-70)

STATE COPY

G-1F

APPROVED E[illegible] 4-5-72
Contingent upon modification of project agreement if additional funds are

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7529

Order No. 4 5-9-72

Section N. Portland Blvd. - Capitol Hwy Section

Date April 20, 19 72

Highway Pacific and Stadium Freeway

F.A.P. No. I-5-6(70)296 I-405-8(27)301

County Multnomah

Prefix 626-1035

Account No. 233-04

Description of Work To Be Done:

See back of this sheet.

Location by Station Numbers:

Throughout the Project.

Estimate of Quantities and Costs:

Labor	$5,000.00
Equipment	2,000.00
Materials	2,000.00
Total	$9,000.00

Explanation: This drainage work is necessary in order to fully complete this contract and prevent water from becoming a maintenance problem in the future. Due to the nature of this work and its lateness in the contract it can be performed more economically by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $1,617,058.12

Present estimate of project cost, including $9,000.00 for work under this order $1,610,757.35

Expected under-run over-run (amount) UNDERRUN $6,300.77

Expected under-run over-run (per cent) UNDERRUN 0.39%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street
Resident Engineer

Approval Recommended:
Assistant Regional Engineer

Approval Recommended: R.W. Ellis
For: ~~Construction Engineer or~~ Bridge Engineer

Approved: 5-1-72
~~Construction Engineer~~
Asst. State Hwy. Engr.

SP*73830-734

Description of drainage work to be done:

1. Jack 12" diameter Drain Pipe under southbound lanes of Freeway at Station 118+50 (Approx). Construct inlets and intersect pipe at median and at west shoulder of road. Install 12" diameter Drain Pipe from shoulder-inlet to manhole at Station 117+67.

2. Install inlet in median which will intersect existing 12" diameter Drain Pipe which runs diagonally across Freeway near Station 198+00 (Approx). This inlet is estimated to have to be 12 ft. deep.

3. Install inlet in low area behind shoulder barrier on south side of Freeway west of Spring Garden Structure. Install 8" diameter Drain Pipe from new inlet under shoulder barrier to existing inlet at Station 275+50.

4. Place additional backfill material behind shoulder barrier where needed in order to prevent water from ponding behind shoulder barrier.

5. Cap City of Portland manhole at Station 241+70 as shown on enclosed Drawing No. RE-42.

RECEIVED
APR 25 1972
BRIDGE DIVISION

STATE COPY

RECEIVED
JUN 19 1972
OSHD (Johnson)
Region
Wash DC
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

ch

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10 75-7

REPORT NO. 9

COUNTY Multnomah

DIVISION Oregon

PROJECT NO. I-5-6(70)296
I-405-8(27)301

DATE OF INSPECTION 5-30-72

INSPECTION MADE BY C. T. Christianson, Area Engineer

IN COMPANY WITH Jerry Street, Res Engr, OSHD
[redacted] Structural Engr, Al Grear, Field Bridge Ops Engr, OSHD

QUALITY OF WORK* Satisfactory

PROGRESS OF WORK Unstaisfactory

TIME ELAPSED 170 %

WORK COMPLETED 97 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT
JUN 13 1972
REGIONAL OFFICE

cy Const
Bridge
6-16-72

NORTH PORTLAND BOULEVARD-CAPITOL HIGHWAY SECTION
PACIFIC HIGHWAY AND STADIUM FREEWAY
Guardrail, Median Barrier and Impact Attenuators

All work on this project has been completed in accordance with the contract with the exception of the final finish and shape of the concrete median barrier. The contractor has had a great deal of difficulty in providing a satisfactory finish on the top portion of the concrete median barrier. Numerous areas have been marked for reworking (primarily the humps and dips in the top alignment) that provide an unsatisfactory appearance for the motorists on the freeway. The contractor has worked to the point where additional corrective effort in most areas seems futile since the correction is similar in appearance to the condition being corrected. It has been concluded that this contractor does not have the skilled personnel to perform the work in accordance with smoothness tolerances that are desired. The appearance at the top of this rail is critical in this installation since traffic is close to the barrier and the barrier height places the top line at eye level to the motorist.

The collective opinion at this inspection was that sufficient attention had been attracted to the rough appearance of the median barrier to create a condition of higher criticism than would normally be expected. The resident engineer outlined several areas where he proposed to have additional corrective work performed and the inspection team agreed that if these areas were corrected the project would be substantially in conformance with the contract requirements and therefore could be accepted. Upon certification by the resident engineer that the corrective work has been completed the project will be considered acceptable and no further inspection is considered necessary.

Materials inspection reports and laboratory test records have been reviewed and indicate that material incorporated into this project substantially conforms to the contract specification requirements.

The project records, EEO and labor compliance have been reviewed and with the exception of slow reporting their records constitute evidence of conformance with the contract requirements.

(more)

NOTED
A. E. JOHNSON

6-15-72
Al
CC Young

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

Six of the relocated signs that have been installed on the new overhead support structures are of the old laminated type signs that are no longer in use on Federal-aid projects. An inspection of the supports indicate that they are inadequate to withstand the designed wind velocity for these signs and revision is considered necessary. The estimated cost of installing a satisfactory mounting mechanism on these old signs approaches the cost of new sign installation that would have the support designed into the sign for mounting on this type of structure. Due to the current stage of this contract it was suggested that new signs be ordered and installed by State forces rather than ask the contractor for prices on new signing. In reviewing the support data and cost estimates I recommend that this work be approved as being in the public interest by State forces. It is estimated that the new signs will cost approximately $5,000 and upon removal of the old signs they will be reviewed for determination of salvage value if any.

RECEIVED
JUN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-[illegible]

STATE COPY

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 12-22-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE December 30 1971
FEDERAL HIGHWAY ADMINISTRATION

Project Name N. Portland Blvd. - Capitol Hwy Section
Highway Pacific and Stadium Freeway
County Multnomah
Contractor Olsen - Shea (JV)
Address P. O. Box 42192, Portland, Oregon 97242

Date
Contract No. 7529
Prefix 626-1035
F. A. Project No. I-5-6(70)296 I-405-8(27)301
Order No. 21

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and Install 2 - Impact Attenuator Access Covers and 1 - Breakaway Sign Post.

1. Equipment Rental rates shall be in accordance with State-AGC Agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

NOTED
A. E. JOHNSON

to Const
1-19-72

Location by station numbers:

Access Covers at "C5"-"CH4" Nose and "Ls"-"T" Nose Attenuators and Breakaway Sign Post at "Ls"-"T" Gore Area Behind Attenuator.

REFERRED TO
al
BY DEPUTY STATE HIGHWAY ENGINEER

JAN 1[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$ 500.00
Equipment	100.00
Materials	650.00
Total	$1,250.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not anticipated on the contract plans and specifications. This work is necessary in order to provide access for maintenance work on impact attenuators at the above locations and for installation of Exit Sign not shown on the plans at Terwilliger Off Ramp.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,617,058.12
Present estimate of project cost, including $1,250.00 for work under this order	$1,587,977.35
Expected under-run / over-run amount UNDERRUN . . .	$29,080.77
Expected under-run / over-run per cent UNDERRUN . . .	1.80%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street
Resident Engineer

Approval Recommended: R. W. Ellis
Construction Engineer or Admin. Bridge Engineer

Approval Recommended:

Approved:
Asst. State Highway Engineer

RECEIVED
DEC 27 1971
FOR FILING

I-5-6(70)296
7529

NOTED ON CARD
KL 12-23-71

December 23, 1971

Heath Tecna Corporation
8202 South 200th Street
Kent, Washington 98031

Attention: J. E. Black
Controller

Gentlemen:

Thank you for your letter of December 16 advising us that you have received payment in full in the amount of $20,823.06 from Olson-Shea for aluminum materials furnished.

This appears to be in connection with the Homer J. Olson, Inc., Homer J. Olson, and J. F. Shea Company Contract No. 7329 for work on the North Portland Boulevard-Capitol Highway Section of the Pacific and Stadium Freeways in Multnomah County.

This information is being noted in our records and we will advise the principal contractors and the surety of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Reed, Assistant Secretary

CWR:hl

cc Industrial Indemnity Company
311 California Street
San Francisco, California 94104

Homer J. Olson, Inc., Homer J. Olson
and J. F. Shea Company
401 South Hartz
Danville, California 94526

Commission

H
Heath
Tecna
CORPORATION

PLATING DIVISION
8202 SOUTH 200TH STREET / KENT, WASHINGTON 98031 / (206) 852-1360

December 16, 1971
Letter No. 6013-3704

OREGON STATE HIGHWAY DIVISION
Highway Building
Salem, OR 97310

Attention: Mr. Floyd Query, Secretary

Gentlemen,

Be advised we have received payment in full i.e., $20,823.06, from Olsen-Shea on contract #7529 for aluminum materials furnished for the North Portland-Stadium Freeway.

Yours,

J.E. Black
J. E. Black
Controller

JEB:nm

RECEIVED
DEC [illegible] 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Form E-208-6M

I-5-6(70)296
7529

STATE COPY G-1PC

APPROVED EFFECTIVE DATE 12-21-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 1-5-72

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name N. Portland Blvd. - Capitol Hwy Section

Date December 17 1971

Highway Pacific and Stadium Freeway

FEDERAL HIGHWAY ADMINISTRATION

Contract No. 7529

County Multnomah

Prefix 626-1035

Contractor Olsen - Shea (JV)

F. A. Project No. I-5-6(70)296 I-405-8(27)301

Address P. O. Box 42192, Portland, Oregon 97242

Order No. 20

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract

Description of work to be done: Install Slope Riprap for Erosion Control.

1. Equipment rental rates shall be in accordance with State-AGC Agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

NOTED
A. E. JOHNSON

NOTED
F. B. KLABOE

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

"T"-"Ln" Line 220+00± to 226+00±

Estimate of quantities and cost:

Labor	$1,200.00
Equipment	1,800.00
Materials	1,000.00
Total	$4,000.00

[illegible] 1-7-72

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not anticipated on the Contract Plans and Specifications. This work is necessary in order to replace material lost due to erosion and to prevent further erosion of fill slopes.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization		$1,617,058.12
Present estimate of project cost, including $4,000.00 for work under this order		$1,586,727.35
Expected under-run / over-run amount	UNDERRUN	$30,330.77
Expected under-run / over-run per cent	UNDERRUN	1.88%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street
Resident Engineer

Approval Recommended: Walter J. Hart
Construction Engineer or Bridge Engineer

Approval Recommended:
Assistant Division Engineer

O.K.

Approved:
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~

SP*23877-731

STATE COPY G-1P

Form E-206—5M

I-5-6(70)296
7529

APPROVED EFFECTIVE DATE 11-10-71
Contingent upon in[illegible]
ject agreement if a[illegible]
requir[illegible]
BY [illegible]
Dist. Engineer
TITLE
DATE 12-6-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date November 15, 1971

Project Name N. Portland Blvd. - Capitol Hwy Section

Contract No. 7529

Highway Pacific & Stadium Freeway

Prefix 626-1035

County Multnomah

F. A. Project No. I-5-6(70)296 I-405-8(27)301

Contractor Olsen - Shea (JV)

Order No. 19

Address P. O. Box 42192, Portland, Oregon 97242

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Median Drain and pipe revisions. Reconstruct Bridge Drain Inlets in median where new median barrier with 4-inch Exposed Aggregate Surfacing would cover existing inlets. Adjust elevation of new 10-inch sewer pipe in median which conflicts with existing conduits, pipes, ect.

1. Equipment rental rates shall be in accordance with State - AGC Agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

This work started on November 10, 1971

to Const 12-8-71

NOTED
A. E. JOHNSON

Location by station numbers:

Throughout Project Sta. 70+00± through 346+00. (I-5-6(70)296

RECEIVED
DEC 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$ 800.00
Equipment	200.00
Materials	200.00
Total	$1,200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not anticipated on the Contract Plans and Specifications. This work is necessary in order to allow access for cleanout of Bridge Drains, and installation of 10-inch Sewer Pipe where conflicts exist in median area.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,617,058.12
Present estimate of project cost, including $1,200.00 for work under this order	$1,581,018.35
Expected under-run over-run amount UNDERRUN	$ 36,039.77
Expected under-run over-run per cent UNDERRUN	2.23%

Space to right of this line is for use of Salem Office

NOTED
TOM EDWARDS

Submitted by: Jerry C. Street
Resident Engineer

Approval Recommended: Walter [illegible]
Construction Engineer or Bridge Engineer
[illegible]

Approval Recommended: Edward [illegible]
Assistant Division Engineer

Approved: R. D. [illegible]
Program & Planning
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*23577-734

D[illegible]D
NOV 10 1971
FOR FI[illegible]

#4632

FILED
NOV 4 - 1971
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING • SALEM, OREGON • 97310

I-5-6(10)
7529

RECE[illegible]VED
NOV 4 [illegible] 31 PM '71
[illegible]RS
SEC[illegible] STATE

November 3, 1971

Heath Tecna Corporation
8202 South 200th Street
Kent, Washington 98031

Attention: J. E. Black
Controller

NOTED ON CARD
RL 11-9-71

Gentlemen:

This is to acknowledge receipt of your letter of October 28 advising us that you have recently completed shipment of finished aluminum materials to Olsen-Shea, joint venture, in the amount of $20,823.06 and the payment has not yet been made.

From the description given in your letter, this appears to be in connection with the Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Company Contract No. 7529 for work on N. Portland Boulevard-Capitol Highway Section of Pacific Highway and Stadium Freeway in Multnomah County.

The Industrial Indemnity Company, 311 California Street, San Francisco, California, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when you have been paid for this material.

As requested in your letter, we are attaching a copy of the contract and bond pages.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

D[illegible]D

NOTED
C. W. HEAD

cc
Homer J. Olsen, Inc.
Homer J. Olsen and J. F. Shea Co.
Industrial Indemnity Co.

Commission
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

COPY

October 28, 1971
Letter No. 6013-3689

STATE of OREGON
Department of Highways
Bridge Division
Salem, Oregon 97301

Reference: State Highway Project,
North Portland Blvd. - Capitol
Highway Section, Bridge No. 10227A

Gentlemen,

We hereby certify that we have recently completed shipment of finished aluminum materials to Olsen-Shea, JV, general contractor on the referenced contract in the amount of $20,823.06 and that payment thereon has not yet been made.

We hereby request a copy of the contract and bond applicable to this project be sent to us at your convenience.

Very truly yours,

J. E. Black
Controller

JEB:nm

RECEIVED
OCT 29 1971
BRIDGE DIVISION

RECEIVED
OCT [illegible] 1971

I-5-[illegible]276
7529

STATE OF OREGON
ACCIDENT PREVENTION DIVISION
WORKMEN'S COMPENSATION BOARD
SALEM, OREGON 97310

No. 508

Date October 14, 1971

Admin

REFERRAL FOR NECESSARY ACTION

To: Oregon State Highway Department

report has been received that a situation exists at the following listed establishment which is in violation of the Oregon Laws, Rules and Regulations.

Establishment: Olsen-Shea J-V #5[illegible]

Address: PO Box 42198 Portland, Oregon

Location: between Market St. on-ramp & Sherridan St. off-ramp on I-5 South.

Violation reported:

Sign paddles shall be an octagon shape at least 18" wide with bold lettering at least 6" in height. Pg. 267 of Uniform Traffic Control Devices for Streets & Highways.

1. Flagman using 12" paddle sign

Believing that this matter comes under your jurisdiction, we are referring it to you for any action you deem necessary. We would appreciate receiving information, on the attached form, as to your findings.

Accident Prevention Division

Please Return this copy and
Indicate action taken
To: Wm Bell

By ______________________
Wm. M. Bell, Assistant Administrator

10-18-71
[illegible]

I [illegible] 96

Form E-208—5M

STATE COPY G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

7529

APPROVED EFFECTIVE DATE 10-5-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 11-4-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name N. Portland Blvd.-Capitol Highway Section

Highway Pacific & Stadium Freeway

County Multnomah

Contractor Olsen-Shea (JV)

Address P.O. Box 42192, Portland, Oregon 97242

Date October 6 1971

Contract No. 7529

Prefix 626-1035

F. A. Project No. I-5-6(70)296 I-405-8(27)301

Order No. 17

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Add portion of sign and legend to two existing 12'-0" by 7'-0" neon "LEFT LANE CLOSED AHEAD" advance warning signs. This added legend will inform motorists of distance from sign to lane closure.

Consta 11-10-71

NOTED
TOM EDWARDS

Location by station numbers:

At Terwilliger structure "L" Sta. 230+00

At Ross Island structure "L" Sta. 94+00

Estimate of quantities and cost:

Materials	$2,000.00
Labor	400.00
Equipment	200.00
Total	$2,600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is in addition to the contract plans. It is necessary in order to inform motorists how far ahead lanes will be closed. This lack of information has confused motorists to date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,617,058.12
Present estimate of project cost, including $2,600.00 for work under this order	$1,575,669.35
Expected under-run ~~over-run~~ amount	$41,388.77
Expected under-run ~~over-run~~ per cent	2.56%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street
Resident Engineer

Approval Recommended: Alfred
Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: Edward L. Holt
~~Assistant~~ Division Engineer

Approved: R. D.
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.
Program & Planning

SP*23577-734

Files

RECEIVED
SEP 2? 1971
FOR FILING

FORM FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 16, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

I-5-6(70)296
7529

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-5-6(70)296 and I-405-8(27)301
N. Portland Blvd. - Capitol Highway Section
Pacific Highway and Stadium Freeway

Returned herewith are all copies of Extra Work Order No. 13 on the subject project. Our Area Engineer indicated verbal approval on a participating basis on August 27, 1971, to the Metropolitan Bridge Construction Engineer.

Further review of Section 107.25 of the contract, and in consideration of Mr. Morgan's August 16 letter indicating completion of Unit "A" work indicates the State has accepted the Impact Attenuators as complete. According to Federal-aid regulations this places the repair work in the category of Maintenance. Please recode this order to reflect nonparticipation and return an information copy for our files.

Enclosure

cc:
OSHD (C G Swenson)

9-27-71
orig to Morgan -
Recode in non-participating &
return to FHWA -
A.E.J.

cys to Salem
& Metro -

RECEIVED
SEP 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ESH
So notify Rolian

NOTED
TOM EDWARDS

NOTED
E. S. HUNTER

NOTED
A. E. JOHNSON

9-28-71
To Bollman -
See to immediate
repair with State
crews whenever
needed.
ESH

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

1.

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION I-5-6(70)296

Contract No. 75[illegible] Section N. Portland Blvd - Capitol Hwy. FA No. I-405-1(27)301

Type Revision EWO No. 13 Amount $ 5000^{00} Funds in Author. $ 5000^{00}

Status Total Project Author.: Over ___ % $ ___ Under 3.0 % $ 48,0[illegible]

Explanation (why) and Comments

Repair impact attenuator damaged by traffic before completion of contract.

In project authorization

Method of Payment Cost Plus Est. increase / decrease in cost $ 0

Price checked by Cost Analyst ___ Discussed Asst. Bridge Engr. W. J. Hart

Discussed with C. T. Christiansen on 8-27-71 by E. L. Hart

Action Recommended: ☐ APPROVAL ☐ PARTICIPATING ☐ NON PARTICIPATING

☐ SUBJECT TO REVIEW ☐ WITH COST JUSTIFICATION ☐ WITH SUPPORTING DATA

☐ OTHER ☐ TENTATIVE APPROVAL TO PROCEED ___

6-21

Form E-[illegible]-5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date August 31, 1971

Project Name N, Portland Blvd. - Capitol Hwy Section

Contract No. 7529

Highway Pacific and Stadium Freeway

Prefix 626-1035

County Multnomah

F. A. Project No. I-5-6(70)296 I-405-8(27)301

Contractor Olsen - Shea (JV)

Order No. 13

Address P.O. Box 42192, Portland, Oregon 97242

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Repair impact attenuators which become damaged by traffic. This work will continue until contract is completed.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

This work has not started.

Location by station numbers: Throughout Project.

Estimate of quantities and cost:

Repair Damaged Impact Attenuators . . . . $ 5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

These impact attenuators were completed by contradtor on August 11, 1971. Thereafter, they become our responsibility. In order to maintain job continuity it is advisable to have contractor repair damaged impact attenuators as Extra Work. The cost of repairing impact attenuators is included in the original authorization.

Tentative approval of this work was given by FHWA on August 27, 1971.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $1,617,058.12

Present estimate of project cost, including $5,000.00 for work under this order $1,569,029.35

Expected under-run over-run amount UNDERRUN . $ 48,028.77

Expected under-run over-run per cent UNDERRUN . 2.97%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street Resident Engineer

Approval Recommended: Assistant Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

Construction

SP*23577-734

Form E-206—5M

I-5-1(70)296
7529

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 9-15-71
contingent upon modification of project agreement if additional funds are required
BY
Engineering Coordinator
TITLE
DATE Oct 5, 1971
FEDERAL HIGHWAY ADMINISTRATION

Project Name N. Portland Blvd. - Capitol Hwy Section	Date September 14, 1971
Highway Pacific and Stadium Freeway	Contract No. 7529
	626-1035
County Multnomah	Prefix I-5-6(70)296
Contractor Olsen - Shea (JV)	F. A. Project No. I-405-8(27)301
Address P. O. Box 42192, Portland, Oregon 97242	Order No. 15

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To place 4" thick AC berm paving behind curb along Terwilliger On Ramp from Stations "T-Ln" 219+00 to 228+00.

To Constr. 10-8-71

Location by station numbers:

Left side of "T-Ln" from Station 219+00 to Station 228+00.

Estimate of quantities and cost:

Labor	$ 900.00
Equipment	350.00
Material	550.00
Total	$1,800.00

NOTED

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not mentioned in Contract Plans and Specifications. This work is necessary in order to prevent top of fill slope from eroding from around guard rail posts and to prevent weeds from growing up around guard rail causing a maintenance problem.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 1,617,058.12
Present estimate of project cost, including $ 1,800.00 for work under this order	$ 1,573,069.35
Expected under-run / over-run amount UNDERRUN	$ 43,988.77
Expected under-run / over-run per cent UNDERRUN	2.72%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

10-8-71

SP*23577-734

I 5 6(70)296

Form E-205-514

RECEIVED
OCT 5 1971
OFFICE OF
State HIGHWAY ENGINEER

STATE COPY 6-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 9-16-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Engineering Coordinator
DATE Oct. 4.1971
FEDERAL HIGHWAY ADMINISTRATION

Project Name N. Portland Blvd. - Capitol Hwy Section
Highway Pacific and Stadium Freeway
County Multnomah
Contractor Olsen - Shea (JV)
Address P. O. Box 42192, Portland, Oregon 97242

Date September 19
Contract No. 7529
Prefix 626-1035
F. A. Project No. I-5-6(70)296
I-405-9(27)301
Order No. 14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To remove rock outcroppings along left side of "L" Line between Stations 128+00 and 132+00.

Location by station numbers: Left side of "L" Line from Sta. 128+00 to 132+00 as shown on Plan Sheet No. 5.

Estimate of quantities and cost:

Labor	$ 1,100.00
Equipment	900.00
Total	$ 2,000.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This work was set up in contract Special Provisions as extra work because of its unusual nature.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,617,058.12
Present estimate of project cost, including $2,000.00 for work under this order	$1,571,269.35
Expected under-run over-run amount UNDERRUN .	$ 45,788.77
Expected under-run over-run per cent UNDERRUN .	2.83%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C Street
Resident Engineer

Approval Recommended: Edward C Abbott
Assistant Division Engineer

Approval Recommended: Walter J Dant
~~Construction Engineer or~~ Bridge Engineer

Approved:
Deputy State Highway Engineer,
State

10-5-71

Form E-204—5M

G-1P
G-2P

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE [illegible] 8-26-71
Contingent upon [illegible] ject agreement if additional funds are required
TITLE
DATE Sept 10 1971
FEDERAL HIGHWAY ADMINISTRATION

I-5-(50)-[illegible]
7529

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name N. Portland Blvd - Capitol Hwy Section

Date August 24, 1971

Highway Pacific and Stadium Freeway

Contract No. 7529

County Multnomah

Prefix 626-1035

Contractor Olsen - Shea (JV)

F. A. Project No. I-5-6(70)296 I-405-8(27)301

Address P. O. Box 42192, Portland, Oregon 97242

Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Relocate irrigation pipe and landscape watering system where it is in conflict with guard rail installation.

1. Equipment rental rates shallbe in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

NOTED
A. E. JOHNSON

Construction 9-15-71

Location by station numbers:

Throughout the project.

Estimate of quantities and cost:

Labor	$ 500.00
Equipment	50.00
Materials	75.00
Total	$ 625.00

2°

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Guard rail posts cannot be installed without damaging irrigation system. No provision is made in the contract to cover this type of work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $1,617,058.12

Present estimate of project cost, including $ 625.00 for work under this order $1,569,029.35

Expected under-run / over-run amount UNDERRUN $ 48,028.77

Expected under-run / over-run per cent UNDERRUN 2.97%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street
Resident Engineer

Approval Recommended: Edward C. Hunt
Division Engineer

Approval Recommended: Alfred A. Rea
Construction Engineer or Bridge Engineer

Approved:
Deputy State Highway Engineer,
Assistant State Highway Engineer

Form E-206—5M

I-5-6(70)296
7529

STATE COPY G-11

APPROVED EFFECTIVE DATE 9-18-71
Contingent upon modification of project agreement if additional funds are required
By
Dist. Engineer

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

DATE 9-10-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name: N. Portland Blvd. - Capitol Hwy Section
Date: August 20, 1971
Highway: Pacific and Stadium Freeway
Contract No. 7529 626-1035
County: Multnomah
Prefix: ~~I-5-6(70)296~~
Contractor: Olsen - Shea (JV)
F. A. Project No. I-405-8(27)301
Address: P.O. Box 42192, Portland, Oregon 97242
Order No. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: The contractor is asked to remove existing curb and pour new curb in front of Type 2A Guardrail at NW and SE corners of Iowa Street O'xing of Baldock Freeway. He is also asked to lay AC berm between new curb and old curb.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

Location by station numbers:

Rt. side of "L" Line from Sta. 171+50 to Sta. 172+50.
Lt. side of "L" Line from Sta. 177+80 to Sta. 179+00.

to Construction 9-15-71

Estimate of quantities and cost:

Labor	$ 350.00
Equipment	150.00
Material	100.00
Total	$ 600.00

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work is required in order that a safe transition can be constructed between existing curb and structure curb in area of Type 2A guardrail flare section at NW and SE corners of Iowa Street O'xing of Baldock Freeway.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 1,617,058.12
Present estimate of project cost, including $ 600.00 for work under this order	$ 1,568,404.35
Expected under-run / over-run amount UNDERRUN	$ 48,653.77
Expected under-run / over-run per cent UNDERRUN	3.01%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street
Resident Engineer

Approval Recommended:
Assistant Division Engineer

Approval Recommended: Walter J Hart
Construction Engineer or Bridge Engineer

V.K.H.

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

Form E-200—5M

STATE COPY G-21

OREGON STATE HIGHWAY DEPARTMEN

APPROVED EFFECTIVE DATE 9-19-71
Contingent upon modification of pro-
ct agreement if additional funds are
required
BY
TITLE
DATE 9-10-71
FEDERAL HIGHWAY ADMINISTRATION

I-5-6(70)29-
7529

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date August 19, 1971

Project Name N. Portland Blvd-Capitol Hwy Section

Contract No. 7529

Highway Pacific and Stadium Freeway

Prefix 626 - 1035

County Multnomah

F. A. Project No. I-5-6(70)296
I-405-3(27)301

Contractor Olsen - Shea (JV)

Order No. 10

Address P.O. Box 42192, Portland, Oregon 97242

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Contractor is asked to excavate and relocate 12" concrete drain pipe in conflict with type 2A Guardrail posts under Ross Island Bridge. This will also include work necessary to accomodate new pipe entrance at north inlet of pipe run.

1. Equipment rental rates shall be in accordance with State-ACG agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

Location by station numbers:

Left side of "C5" Line from Station 494+00 to 494+50.

To Construction 9-15-71

NOTED
TOM EDWARDS

Estimate of quantities and cost:

Labor	$125.00
Equipment	$100.00
Material	$ 25.00
total	$250.00

NOTED
A. E. JOHNSON

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This drain pipe does not appear in the contract plans or is not mentioned in the Special Provisions. This work was discussed with, and approved by Cliff Christianson FHWA August 12, 1971.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$,617,058.12
Present estimate of project cost, including $ 250.00 for work under this order	$1,567,804.35
Expected under-run / over-run amount UNDERRUN	$ 49,253.77
Expected under-run / over-run per cent UNDERRUN	3.05%

Space to right of this line for use of Salem Office

Submitted by: Jerry C. Street
Resident Engineer

Approval Recommended: Edward Abbott
Division Engineer

Approval Recommended: Alfred A. R
Construction Engineer or Bridge Engineer

Approved:
Deputy State Highway Engineer,
Assistant State Highway Engineer or
Office Engineer.

SP*23577-734

Form E-909—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

5-6(71)296
7529

APPROVED EFFECTIVE DATE 7-21-71
Contingent upon modification of project agreement if additional funds are required
BY Dist. Engineer
TITLE
DATE 8-13-71
FEDERAL HIGHWAY ADMINISTRATION

Date July 26 1971

Project Name N. Portland Blvd.-Capitol Hwy. Section
Highway Pacific & Stadium Freeway
County Multnomah
Contractor Olsen-Shoa
Address P.O. Box 42192 Portland, Ore. 97242

Contract No. 7529
Prefix 626-1035 I-5-6(70)296
F. A. Project No. I-405-8(27)301
Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install 6-inch drain pipe and reconnect 2-inch lateral spring drain pipes.

1. Equipment rental rates shall be in accordance with State-A.G.C. Agreement
2. Percentage allowed to contractor in accordance with executed contract for this proj.

This work was started July 22, 1971
Tentative approval obtained from FHWA, July 12, 1971 4 yrs PC

Location by station numbers:

"L" 208+50± to 209+50± rt.

Estimate of quantities and cost:

Labor 400
Equipment 350
Materials 350

Total 1,100

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") existing 6-inch drain pipe and
Shoulder barrier construction required removal of existing 6-inch drain pipe and
cutting back existing 2-inch latteral drains from underground springs. The above
pipes were not shown on the plans and have to be reinstalled for removal of ground
water.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $1,617,058.12
Present estimate of project cost, including $1,100 for work under this order $1,567,554.35
Expected under-run XXXXXX amount . . . . . . $ 49,503.77
Expected under-run XXXXXX per cent 3.06

Space to right of this line is for use of Salem Office

Submitted by: Jerry Street Jerry Street
Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Walter J Hart
Construction Engineer or Bridge Engineer
Adm.

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.
8/17/71

11-22577 731

8/

STATE COPY

G-2P

Form A-100-8M

APPROVED EFFECTIVE DATE 5-13-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 7-2-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name N. Portland Blvd. - Capitol Hwy Section
Date May 13 1971

Highway Pacific and Stadium Freeway
Contract No. 7529
F. A. Project No. I-5-6(70)296 & I-405-8(27)301

County Multnomah
Prefix 626-1035
Account No. 278-02

Description of Work To Be Done: Restripe gore areas.

This work has not started.

Location by Station Numbers:

As required.

Estimate of Quantities and Costs:

Code 7 Pavement Legend - 6 man crew 50hrs @ $56.00/hr = $2,800.00

Explanation: Restriping required because of reconstruction of gore noses and replacement with impact attenuators. This work to be done with State crew. $3,000.00 allocated in authorization as anticipated item. Agreed unit prices to be used will be those in effect at the time work is done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $1,617,058.12
Present estimate of project cost, including $2,800.00 for work under this order $1,543,515.35
Expected under-run / over-run (amount) UNDER $73,542.77
Expected under-run / over-run (per cent) UNDER 4.55%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: ~~Assistant~~ Division Engineer

Approval Recommended: Construction Engineer / Bridge Engineer

Approved: Engineer.
Construction

7-8-71

I-5-6(70)296

Form E-208—5M

7529

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OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 6-10-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 7-13-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name N. Portland Blvd. - Capitol Hwy Section
Date June 10, 1971
Highway Pacific and Stadium Freeway
Contract No. 7529
County Multnomah
Prefix 626-1035
Contractor Olsen - Shea (JV)
F. A. Project No. I-5-6(70)296 I-405-8(27)301
Address P. O. Box 42192, Portland, Oregon 97242
Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Relocate Pole No. 169

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

This work has not started.

Tentative approval obtained from FHWA, June 10, 1971.

Location by station numbers:

217+70

Estimate of quantities and cost:

Labor	$ 400.00
Equipment	200.00
Materials	200.00
Total	$ 800.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Concrete shoulder barrier flare extends behind light pole. Pole should be moved behind barrier. Plans call for new pole and frangible base, but does not call for a new foundation.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $1,617,058.12
Present estimate of project cost, including $800.00 for work under this order $1,566,454.35
Expected under-run over-run amount UNDERRUN $ 50,603.77
Expected under-run over-run per cent UNDERRUN 3.13%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Walter J. Hart Construction Engineer or Bridge Engineer

Approval Recommended ~~Asst.~~ Division Engineer

Approved: Adm. ~~Deputy State Highway Engineer~~

7-14-71

Form E-206—3M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 5-14-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 7-13-71 JUL 1971
FEDERAL HIGHWAY ADMINISTRATION

Project Name N. Portland Blvd. - Capitol Hwy Section

Highway Pacific and Stadium Freeway

County Multnomah

Contractor Olsen - Shea (JV)

Address P. O. Box 42192, Portland, Oregon 97242

Contract No. 7529

Prefix 626-1035 I-5-6(70)296

F. A. Project No. I-405-2(27)301

Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Relocate roadway illumination wiring, where wire is in conflict with guard rail installation.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

This work started May 14, 1971.

Location by station numbers:

Throughout the project.

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STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$ 5,000.00
Equipment	4,000.00
Materials	2,000.00
Total	$11,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Guard rail posts cannot be installed without breaking or relocating wires of existing lighting circuits. No provision is made in contract to pay for this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,617,058.12
Present estimate of project cost, including $11,000.00 for work under this order	$1,565,654.35
Expected under-run over-run amount UNDERRUN	$51,403.77
Expected under-run over-run per cent UNDERRUN	3.18%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Bridge Engineer

Approved: State Highway Engineer

7-14-71

I-5-6(70)[illegible]

Form E-200—6M

STATE COPY//P

APPROVED EFFECTIVE DATE 5-17-7
Contingent upon modification [illegible] project agreement if additional [illegible] are required
BY [illegible]
TITLE Dist. Engineer
DATE 7-13-71

NOV 17 1971
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

7529

Project Name N. Portland Blvd. - Capitol Hwy Section
Highway Pacific and Stadium Freeway
County Multnomah
Contractor Olsen - Shea (JV)
Address P.O. Box 42192, Portland, Oregon 97242

Contract No. 7529
Prefix 626-1035
F. A. Project No. I-5-6(70)296 I-405-8(27)301
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Temporary pavement for Multnomah On Ramp Detour and future removal.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

This work has not started.

Location by station numbers:

240+00 to 241+00 Lt.

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STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Materials	$ 300.00
Labor	200.00
Equipment	200.00
Total	$ 700.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Difference in grade between ramp and freeway shoulder requires A.C. pavement to provide driveable surface for temporary detour. This work is not provided for in plans.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,617,058.12	
Present estimate of project cost, including $ 700.00 for work under this order	$1,554,154.35	
Expected under-run / over-run amount UNDER	$ 62,903.77	
Expected under-run / over-run per cent UNDER	3.89%	

Space to right of this line is for use of Salem Office

Submitted by: Harry W. Oswald
Resident Engineer

Approval Recommended: Alfred A. [illegible]
Construction Engineer or Bridge Engineer

Approval Recommended: Edward [illegible]
Division [illegible]

Approved: [illegible]

7-14

Form E-204

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STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 5-17-71
Contingent upon modification of project agreement if additional funds are required.
By [illegible]
Dist. Engineer

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

DATE May 17 7-6-71 1971

FEDERAL HIGHWAY ADMINISTRATION

Project Name N. Portland Blvd. - Capitol Hwy Section ✓

Highway Pacific and Stadium Freeway ✓

County Multnomah ✓

Contractor Olsen - Shea (JV) ✓

Address P.O. Box 42192, Portland, Oregon 97242 ✓

Contract No. 7529 ✓

Prefix 626-1035 ✓ I-5-6(70)296 ✓

F. A. Project No. I-405-8(27)301 ✓

Order No. 6 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install chevron obstruction markers on noses of impact attenuators.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

This work has not started.

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Material	$ 350.00
Labor	100.00
Equipment	50.00
Total	$ 500.00 ✓

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This is a special item not called for in the plans or specifications.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,617,058.12	
Present estimate of project cost, including $ 500.00 ✓ for work under this order	$1,554,654.35	
Expected under-run / over-run amount UNDER	$ 62,403.77	
Expected under-run / over-run per cent UNDER	3.86%	

Space to right of this line is for use of Salem Office

Submitted by: Henry W. Oswald
Resident Engineer

Approval Recommended: [illegible]
Division Engineer

Approval Recommended: Alfred [illegible]
Construction Engineer or Bridge Engineer

Approved: [illegible]
Deputy State Highway Engineer
Assistant State Highway Engineer or Office Engineer.

7-7-71

SP*23877-734

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OREGON STATE HIGHWAY DIVISION

[illegible]

7529

May 17, 1971

NOTED
A. E. JOHNSON

Mr. John L. Beaton
Materials and Research Engineer
California Division of Highways
5900 Folsom Boulevard
Sacramento, California 95819

Signing-N. Portland Blvd.
Capitol Hwy. Section
Contract 7529

Dear John:

Under separate cover I am forwarding two sets each of contract drawings, standard specifications and special provisions for the subject contract. Also enclosed you will find approved shop drawings S-1, A, B and C (others will be forwarded as they are received here), and one pad each of Sample Data Sheets, Progress Reports and Inspection Reports.

Would you please have your structural inspector submit materials certifications and progress reports weekly. The progress report should include information on the daily activities of the inspector and fabricator, showing the items worked on, nonacceptable work, corrective measures ordered and corrective measures completed. Any radiographs required should also be submitted weekly. As material is shipped to the project it should be tagged and Inspection Report sheets submitted showing items shipped and weights. Materials not covered by certified test reports, and at least one check sample from each steel manufacturer, should be submitted for testing and the Sample Data Sheet completed. The white copy should be sent direct; the blue copy enclosed with the sample. Raw materials for paints should be submitted to this laboratory for test far enough in advance of use to permit testing without delaying the work. The paint manufacturer may submit ingredients direct with a certifying letter stating that the ingredients are to be used for paint on the subject project and showing quantity of material represented and the formulas in which they are to be used. The certification is to be signed by a person who can legally bind the company. Each sample should be fully identified. Finished paints are to be sampled by your inspector and submitted for testing. Accepted containers are to be tagged. Examples of various reports are attached.

Welders on this work are required to be certified. Qualification procedures are detailed in Standard Specifications for Welded Bridges, Section 503. Evidence of previous qualification may be accepted, providing the tests performed are comparable to those outlined in Appendix A. Welding procedure qualidication requirements are described in Sections 501 and 502. A report should be submitted for each welder and procedure qualified, showing the details of the test on which qualification is based. (You will note that Oregon requires a welder to qualify with both fillet weld tests and groove tests if he is to perform both types of work; qualification for groove welding does not pass the welder for fillet welds).

Magnetic measurements of galvanized coatings are acceptable. The average and minimum readings should be reported. We will accept the latest test reports by California on spelter chemistry.

I am enclosing a suggested check sampling rate prepared by our District Inspection Engineer in Portland for this project. He also points out some of the problem areas we have encountered in inspecting this type of work.

In connection with ASTM A 325 bolts, do you have the facilities to perform tensile tests on 3/4-inch to 1¼-inch diameter by 3-inch to 12-inch long bolts? We have been accepting structural bolts on hardness alone but would like to find a lab close at hand which could run the tensile test.

We would like an estimate of cost for this work.

If you have any questions we will see that they are answered. Thanks for your help.

Very truly yours,

John C. Jenkins, P.E.
Engineer of Materials & Research

JCJ:bm
attachment
cc: A. E. Johnson
I. D. Merchant
R. L. Schroeder
H. Oswald
E. J. Rief

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STATE HIGHWAY ENGINEER

CHECK SAMPLING
(S.C. 7529)

(Suggested Sampling Rate if Material is
Identifiable to Mill Reports)

No. of Signs			Sample
12 -	Break-a-way (4,100#) Dwg. 22478		Yes
	Pipe	(API-5XL-52)	Yes
	Beam	(A441)	
	Base Plate	(A441)	
	Bolts	(A325)	Yes (3/16 plate or 5/16 Plate)
	Slip Plate	(A441)	
	S.T.	(A441)	?
5 -	Truss - (125,000#) Dwg. 21353		Yes
	Chord Pipe	(A53)	
	Post Pipe	(A53)	Yes
	Base Plates	(A36)	
	Anchor Bolts	(A36)	Yes
	Conn. Bolts	(A325)	
3 -	Cantilever (15,00#) Dwg. 26879		
	Arms	(A36)	
	Bracing	(A36)	
	Pipe Post	(API-5XL-52)	Yes
	Anchor Bolts	(A354 BD - Dwg. 26879)	
	Base Plates	(A441)	
	Anchor Plate	(A441)	
	Base Plate Stiff	(A441)	Yes
	Conn. Belts	(A325)	

A Few of the Most Frequent Fabrication Problems:

Cantilever —

Steel Reducers - Not Steel, Wrong Side of Post
Hand Holes - Wrong Side of Post
Grounding Lug - Left Off
Cantilever Arms - Flat Side on Wrong Side of Post
Cantilever Arms - Groove Weld to Bolt Conn. Plate Not Ground
Cantilever Arms - Holes for Luminaire Arms Not Right
Vent Hole in Post Left Off
Base Plate & Post Not Plumb
Cantilever Arm Base Plate & Post Base Plate Warped by Welding - Not Bearing, Not beveled to Post

Luminaire Arms - Measurement taken from Inside of Beam, Not Outside, or Visa-Versa

Arms - Camber

Bolts - "U" Bolts not "U's", also Wrong Size

General - Shop Fit-Up

MORE

Trusses

Frames - Not Square
Frames - Bad Fit-Up of Braces
Frames - Conn. Plates Holes Not In Line
Frames - Welds Not Full or Wrapped Around

Post - Same as Cantilever Post.
Luminaire Arms - Same as Cantilever

Break-A-Way

Base Plates - Rough Flame Cut - Wrong Angle on Slots
Pipe Post - Wrong Weight Pipe - No Vent Hole
Hinge Section - Bad Place to Weld
Hinge Section - Warped Slip Plates
Hinge Section - Inside of Pipe and Beam Not Welded

Ommission of Vent Holes for Galvanizing

GAS METAL-ARC AND FLUX CORED ARC WELDING

Page	Article	
23	416 (a) (b)	Process
23	417 (a) (b)	Electrodes
24	418 (a) (b)	Electrodes & Electrode Certs.
25	419	Gas
25	420	Procedures (a) Through (g)
31	A101-3, -4	Variables
35	A102-1, -2	Types of Test and Purpose
35	A104 (Also Page 47)	Position of Test Welds

Type Of Test Required For Fillet Weld*

Procedure - 2 T's Fig. A-11 Page 49 Also *
Operator - 1 T Fig. A-22 Page 52 Also *

Type Of Test Required For Groove Welding*

Procedure - Under 3/4" Fig. A-9 /
- Over 3/4" Fig. A-8 /
/
Operator - Under 3/4" Fig. A-14 /
- Over 3/4" Fig. A-13 /

* See Summary Of Test In Back Of Welding Specs.

NOTE - All Tests To Be Witnessed By O.S.H.D. Consultants Personal Inspector or Testing Co.

END

I [illegible]

Form E-206-6M

STATE COPY - 1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

7529

APPROVED EFFECTIVE DATE 5-12-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 7-13-71
~~May 12, 1971~~
~~FEDERAL HIGHWAY ADMINISTRATION~~

Project Name N. Portland Blvd. - Capitol Hwy Section

Highway Pacific & Stadium Freeway

County Multnomah

Contractor Olsen - Shea (JV)

Address P. O. Box 42192, Portland, Oregon 97242

Contract No. 7529

Prefix 626-1035

F. A. Project No. I-5-6(70)296 I-405-8(27)301

Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove curb along flared terminal section of concrete shoulder barrier.

1. Equipment rental rates shall be in accordance with State-AGC Agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

This work has not started.

Location by station numbers:

Throughout project.

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STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$ 700.00
Equipment	1,100.00
Total	$ 1,800.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is not called for in the plans and special provisions. There is no unit price in the contract for curb removal.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,617,058.12
Present estimate of project cost, including $1,800.00 for work under this order	$1,540,715.35
Expected under-run / over-run amount UNDER	$76,342.77
Expected under-run / over-run per cent UNDER	4.72%

Space to right of this line is for use of Salem Office

Submitted by: Harry W. Oswald
Resident Engineer

Approval Recommended: Alfred A.
Construction Engineer
Bridge Engineer

Approval Recommended:

Approved:

7-14-71

I-5-6(70)296

Form E-208-6M

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STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTM

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 4-29-71
Contingent upon modification of project agreement if additional funds are required.
By
Title Dist. Engineer
Date 7-6-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name	N. Portland Blvd. - Capitol Hwy Section	Date	May 12 1971
Highway	Pacific & Stadium Freeway	Contract No.	7529
County	Multnomah	Prefix	626-1035
Contractor	Olsen - Shea (JV)	F. A. Project No.	I-5-6(70)296 I-405-8(27)301
Address	P. O. Box 42192, Portland, Oregon 97242	Order No.	3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Provide drainage through concrete shoulder barrier

1. Equipment rental rates shall be in accordance with State-AGC Agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

This work has not started.

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

Materials	$250.00
Labor	300.00
Equipment	50.00
Total	$600.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No provisions made in plans to take care of surface run-off behind shoulder barrier in excavation locations.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization		$1,617,058.12
Present estimate of project cost, including $600.00 for work under this order		$1,538,915.35
Expected under-run / over-run amount	UNDER	$78,142.77
Expected under-run / over-run per cent	UNDER	4.83%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: Construction

7-7-71

SP*23577-734

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OREGON STATE
HIGHWAY DIVISION

[illegible]
7527

May 12, 1971

NOTED
A. E. JOHNSON

Mr. John L. Beaton
Materials and Research Engr.
California Division of Highways
5900 Folsom Boulevard
Sacramento, California 95819

Sign Bridges
N. Portland Blvd-Capitol
Hwy. Sec.-Contract 7529

Dear John:

If your schedule will permit, we would like to have the California Division of Highways inspect fabrication of sign bridges at ALTIUS Corporation, San Fernando, California for the subject project.

Our District Inspection Engineer, Mr. Ed Rief plans to write ~~be in Sacramento on May 13 to talk~~ to Mr. Nordlin about this work.

Please send test and inspection reports to this office as the work progresses. Upon completion of the work please send your statement to this office.

We appreciate your assistance.

Very truly yours,

John C. Jenkins
Engineer of Materials & Research

JCJ:bm
cc: A. E. Johnson
R. L. Schroeder
H. Oswald
E. J. Rief

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MAY 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 8-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 22, 1971

SUBJECT: North Portland Boulevard-
Capitol Highway Section
Contract No. 7529
California Steel Inspection

To: John Jenkins
Engineer of Materials
State Highway Building
Salem

Altuis Corporation, 1201 Arroyo Avenue, San Fernando, California will be the sign structure fabricators for the subject project. Mr. Merchant has requested that you make arrangements with the California Division of Highways for shop inspection of these structures.

Robert L. Schroeder
Metropolitan Engineer

By:

Edward L. Hardt

Edward L. Hardt .
Assistant Metropolitan Engineer

ELH:pb

cc: Ivan Merchant
Harry Oswald

JGJ

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APR 23 1971
MATERIALS DIVISION
OFFICE

Ed Rief asked to investigate the need for his going to Sacramento to confer with Calif. on this. Would depend on amount of work involved, in part. If he doesn't go he will still discuss inspection requirements with Calif. 4/26/71 JGJ

Form FHWA-121 (12-6

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Memorandum

Box 300
Salem OR 97308

DATE: April 22, 1971

In reply refer to: 08-35-DA/961

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Valach

SUBJECT: Oregon I-5-6(70)296 & I-405-8(27)301
N. Portland Blvd.-Capitol Highway
FHWA Order Interim 7-2(2)

Mr. Johnson's April 12 letter submitted for approval a training program for a laborer. The same training program was previously approved for Project I-80N-7(33)289 and others.

The laborer training program is approved.

Orig. Swan-construction
4-28-71

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RNMENT

lum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

, State Highway Engineer

DATE: April 14, 1971

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe
CH Edw 4-15-71

SUBJECT: Oregon Projects -
I-5-6(64)295, I-5-6(18)301, I-405-8(1)301

ap14 Pac HF

Your January 14 request to replace existing W-beam rail with New Jersey concrete median barrier on the Pacific Highway, I-5 and the Stadium Freeway, I-405 has been carefully considered.

The two segments on I-5 from the Columbia Slough to the Marquam Bridge and from Spring Garden Street to the North Tigard Interchange are approved for Federal FAI participation.

The proposed upgrading on I-405 does not meet criteria, and therefore is not approved for FAI participation.

Simpson:nig

4-19-71
REFERRED TO
Hall

NOTED
F. B. KLABOE

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APR 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

January 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Oregon I-5-6(64)295, Portland Area Safety
Projects, Concrete Median Barrier
Reference: 08-35-DA

My letter of July 14, 1970, proposed several safety improvements throughout the existing Interstate System in Portland with the request for your concurrence that the proposed work is eligible for FAI funding and that the requirements of PPM 20-8 and IM 50-1-70 have been fulfilled.

In your reply (dated August 11, 1970), you agreed with the concept of establishing a high priority on safety improvements in the Portland area and approved that part of the safety work requested, which is now being incorporated in the Sheridan-Spring Garden Road project. The remainder of the work for which approval was requested is now proposed for a subsequent project. The safety improvement of changing from "W" beam median barrier to concrete median barrier proposed as part of the subsequent project was an item for which you requested a new and more complete submission in your letter of November 2, 1970. This submission is attached as a separate document as suggested by Mr. Valach.

Three copies of the Exhibit A map are enclosed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall

Encs.

FLH:jf srb

January 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Oregon I-5-6(64)295, Portland Area Safety Projects
Concrete Median Barrier, Reference: 08-35-DA

As part of the safety work proposed on the Interstate System within or near the city of Portland, we propose the replacement of existing "W" beam median barrier with concrete median barrier, New Jersey type, on the Pacific Highway (I-5) and on the Stadium Freeway (I-405) between the following termini and shown on the accompanying sketch map marked as Exhibit A.

	ITEM	TERMINI
(1A)	I-5	North end of the Columbia Slough Bridge (M.P.X 4.97) southerly to S.E. Main Street (M.P. 0.46) and from Spring Garden Street (M.P. 5.12) southerly to the end of the Portland cement concrete pavement northerly of the Tigard Interchange (M.P. 7.36).
(1B)	I-405	I-5 Interchange (M.P. 0.0) northwesterly to the Sunset Highway Interchange (M.P. 2.59)

The existing "W" beam barrier rail installations are nonconforming with modern safety concepts (i.e., post spacing, brush rail, height of rail, blocking between rail and post). The median width varies in width from 8.4 feet to 16 feet with vertical elements (i.e., bridge columns, sign posts) that require protection.

The two barrier systems recommended in the NCHRP Report 54 that have been adopted as Oregon standards in narrow medians are the blocked out "W" beam with brush rail and the New Jersey-design concrete median barrier. Of these two, we have selected the concrete barrier for this project for the following reasons:

1. As reported in Highway Research Record No. 222, tests performed by California research show that the concrete median design is particularly applicable to narrow medians. Minimal vehicle damage and no damage to the barrier resulted from impact by a medium weight sedan at flat angles.

2. Vertical elements within the median (i.e., bridge columns, sign posts) can be protected with the concrete median in contact with the obstacle, while the "W" beam must be installed with 2 feet of clearance to permit deflection. This would reduce the recovery area in the median by nearly 2 feet.

3. Maintenance records show that costs of repairs to the existing barrier have been about $1,000 a mile per year. This continual maintenance has required men and equipment to be exposed to high-speed traffic hazards at frequent intervals. The concrete barrier will eliminate practically all maintenance.

4. The esthetic character of these urban freeways will be improved by the concrete median. The post and rail concept does not give the unified appearance with the paved roadway surface that concrete will.

5. The cost of the "W" beam with brush rail is estimated to be $10.50 per foot and concrete barrier $12.00 per foot under normal installation conditions. Maintenance cost on "W" beam median is $.20 per foot per year adding $4.00 per foot using a 20-year life, for a total of $14.50 per foot. (Costs for either type on this project will be higher because work will be done under traffic and the construction will be complicated by structural elements in the median.)

The replacement of the existing "W" beam barrier with the concrete barrier is, in our opinion, justified for reasons of safety, economy, esthetics and elimination of maintenance. We ask your approval of including this item as part of the proposed Portland Area Experimental Safety and Safety Projects I-5 and I-405 Highways to be financed by Interstate funds.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall

FLH:jf srb

RECEIVED
AP

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

5-6(70)296
7529

O : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: April 14, 1971

In reply refer to: 08-35.1

ROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe
cy Edw 4-15-71

UBJECT: Oregon Projects -
I-5-6(64)295, I-5-6(18)301, I-405-8(1)301

Your January 14 request to replace existing W-beam rail with New Jersey concrete median barrier on the Pacific Highway, I-5 and the Stadium Freeway, I-405 has been carefully considered.

The two segments on I-5 from the Columbia Slough to the Marquam Bridge and from Spring Garden Street to the North Tigard Interchange are approved for Federal FAI participation.

The proposed upgrading on I-405 does not meet criteria, and therefore is not approved for FAI participation.

Simpson:nig

4-19-71
REFERRED TO
Hall
By

NOTED
F. B. KLABOE

RECEIVED
APR 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 13 1971
FOR FILING

I-5-6(70)296
7529

April 12, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: N. Portland Blvd.-Capitol Hwy.
Pacific & Stadium Highways
Contract No. 7529
FAP I-5-6(70)296 and I-405-8(27)301

The subject contract was awarded on February 1, 1971, to Olsen-Shea (JV). The contract included the EEO Special Provisions for on-the-job training under FHWA Order Interim 7-2(2).

The contractor is to provide two trainees during the life of the contract. At the pre-construction conference on March 18, 1971, the contractor advised that the trainees would be furnished in the Carpenter and Laborer crafts. The Oregon State Highway Division accepted the contractor's proposal at that time.

The Carpenter trainee will be provided under an existing apprenticeship program from the State of Oregon. This program has been approved by the U. S. Department of Labor.

The Laborer trainee is to be provided under a new program. Attached are four copies of a document detailing the training program. The attachment gives an outline of the Laborer trainee plan indicating the length of the training period, the pay scale, and a brief description of training. An outline of the training program at the Laborer trainee school was submitted for your approval on March 22, 1971, on Project I-80N-7(33)289.

The Oregon State Highway Division accepted this training proposal at the pre-construction conference as meeting the required standards under FHWA Order Interim 7-2(2). We request your concurrence in the Laborers training program.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

cc R.L. Porter
Tom Edwards
F. D. Morgan

DES:fr ms

ECEIVED
APR 12 1971
FOR FILING

5-6(70)296
5-29

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

O : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: April 8, 1971

In reply refer to: 08-35-DA

ROM : R. E. Simpson, Division Engineer
Salem, Oregon

UBJECT: Oregon Project I-5-6(70)296
N. Portland Blvd. - Capitol Highway Section
Signing Revisions

A further review of the signing for the subject project indicates two minor revisions will be necessary in order to meet the standards contained in the 1970 Interstate Signing Manual and IM 21-4-71 dated February 25, 1971.

On sign 116 the "Exit Ramp" panel should be changed to "Exit Only" and on both signs 116 and 119 these panels and down arrows should be arranged to conform to the Interstate Signing Manual and the addendum attached to IM 21-4-71. The signing manual also requires that these panels have a yellow background with black legend.

cc:
Region (08-00.33)

4-12-71

REFERRED TO
By Asst. State Hwy. Engr

NOTED
F. B. KLABOE

Klaboe

NOTED
JOM EDWARDS

RECEIVED
APR 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1971
FOR FILING

I-5-6(70)
7529

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 Phone 378-6318

TOM McCALL
GOVERNOR

April 7, 1971

NOTED
A. E. JOHNSON

Homer J. Olsen, Inc. &
Homer J. Olsen
P.O. Box 668
Danville, California 94526

Re: N. Portland Blvd.-Capitol Hwy.
Pacific & Stadium Highways
Contract No. 7529

Gentlemen:

This letter constitutes formal approval of your selection of the crafts in which trainees are to be provided on the subject contract. At the preconstruction conference in Portland on March 18, 1971, you indicated that the trainees would be furnished in the Carpenter and Laborer crafts.

We will notify you when we receive final approval from the Federal Highway Administration of your proposed training program for the Laborers. This does not preclude your proceeding with work under the contract.

Very truly yours,

F. D. Morgan
Construction Engineer

By D E Swan

D. E. Swan
E.E.O. Engineer

DES:fr

bc: R. E. Simpson
A. E. Johnson
R. L. Schroeder
Harry Oswald

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 23 1971
FOR FILING

I-5-6(70)296
7529

2 e
3-30-71

April 1, 1971

Ehrlich, Allison, Rovens & Shenk
Attorneys at Law
2002 Russ Building
San Francisco, California 94104

Attention: Edward K. Allison

Gentlemen:

The State Highway Commission at its meeting on March 30, 1971, approved the assignment of Contract No. 7529 from Homer J. Olsen, Inc., and Homer J. Olsen to Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Company, Inc., a joint venture. This contract pertains to the construction of guardrail, median barrier and impact attenuators on the North Portland Boulevard-Capitol Highway Section of the Pacific Highway and the Stadium Freeway in Multnomah County.

Unless you advise us otherwise, estimate payments and other correspondence pertaining to the contract will be mailed to the same address as in the past.

Attached for your records are copies of the assignment, the new performance bond, and a letter from Industrial Indemnity Company consenting to the assignment and terminating their liability on the contract as of March 25, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm
cc Homer J. Olsen
  and Homer J. Olsen, Inc.
401 South Hartz
Danville, California 94526

R. L. Porter
Tom Edwards
V. E. Skoog
Frank Morgan
L. I. Lindas

Our copy of assignment, perf. bond & letter attached to contract

2-E
3-30-71

EHRLICH, ALLISON, ROVENS & SHENK
ATTORNEYS AT LAW
2002 RUSS BUILDING
SAN FRANCISCO, CALIFORNIA 94104
TELEPHONE (415) 981-0333

PHILIP S. EHRLICH
PHILIP S. EHRLICH, JR.
EDWARD K. ALLISON
IRVING ROVENS
SAMUEL C. SHENK

March 26, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Re: Assignment of Contract No. 7529

Gentlemen:

In response to your letter of March 18, 1971 addressed to Homer J. Olsen and Homer J. Olsen, Inc., we have enclosed the following:

1. Three counterparts of an Assignment, Assumption and Consent. You will note that we have dated the Assignment and Assumption March 25, 1971.

2. Three counterparts of Section IV Performance Bond No. YS6772080 on which Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Co., Inc., a Joint Venture, is the principal and Industrial Indemnity Company and Argonaut Insurance Company are the co-sureties.

3. Letter dated March 25, 1971 from Industrial Indemnity Company to Oregon State Highway Commission in which the former consents to the captioned Assignment.

J. F. Shea Co., Inc. has made application to the Corporation Division to qualify as a foreign to do business in the State of Oregon. While I hope this can be accomplished by March 30, 1971, if the qualification cannot be accomplished prior to that date, I hope that the Commissioner never-the less will approve the Assignment on condition

NOTED
FLOYD QUERY

that J. F. Shea Co., Inc. qualifies promptly. I will telephone you as soon as the qualification has been effected.

Please advise me by collect telephone call if any of the enclosed is not in proper order.

Cordially yours,

EHRLICH, ALLISON, ROVENS & SHENK

By Edwd K Allison

EKA:jac
Enc.

cc: Homer J. Olsen, Inc.

RECEIVED
MAR 29 1971
OREGON
STATE HIGHWAY COMMISSION

INDUSTRIAL INDEMNITY COMPANY

INDUSTRIAL INDEMNITY
50 YEARS OF SERVICE 1920-70

San Francisco Division
255 California Street
Mailing Address: P.O. Box 3623
San Francisco, California 94120
Telephone (415) 986-3535

March 25, 1971

Oregon State Highway Commission
Highway Building
Salem, Oregon

In re: Contract No. 7529 - North Portland Boulevard-Capital Highway Section of Pacific and Stadium Freeways in Multnomah County.

Gentlemen:

The Industrial Indemnity Company hereby consents to the assignment of Contract No. 7529 from Homer J. Olsen, Inc. and Homer J. Olsen (joint venture) to Homer J. Olsen, Inc., Homer J. Olsen, and J. F. Shea Co., Inc., a Joint Venture.

In accordance with the requirements of the Oregon State Highway Commission, new Performance Bond No. YS 677 2080 has been executed naming the new joint venturers.

Our liability on YS 670 9386 for events occurring subsequent to March 25, 1971, hereby is terminated.

Yours very truly,

INDUSTRIAL INDEMNITY COMPANY

By James M. Christensen
James M. Christensen, Attorney

RECEIVED

FOR

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

1529

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: March 29, 1971

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(70)296
N. Portland Blvd. - Capitol Highway Section
Preconstruction Conference, March 18

Enclosed is a memorandum to me from District Engineer Valach, expressing his opinion as to the effort in which you have "worked out and specified in the plans the method by which the high traffic volumes are to be handled during construction."

Mr. Valach expresses his commendations for this procedure, and I should like to add mine.

Enclosure
Memo, 3-23-71, Valach to Simpson

Simpson:nig

apvd 4-1-71

REFERRED TO
Hall - Schwedler
BY ASST. STATE HWY. ENGR

NOTED
TOM EDWARDS

RECEIVED
MAR 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 23, 1971

In reply refer to:

TO : Mr. R. E. Simpson, Division Engineer

FROM : E. J. Valach, District Engineer

SUBJECT: Oregon Project I-5-6(70)296
N.Portland Blvd.-Capitol Highway Section
Preconstruction Conference - March 18

I think it's worthwhile to report to you that at the preconstruction conference on this large safety project in Portland the contractor's representatives praised the detailed manner in which the State had worked out and specified in the plans the methods by which the high traffic volume was to be handled during construction. This praise is particularly noteworthy because this contractor does much work in California and had just finished installing a new median barrier on the approaches to the San Francisco-Oakland Bay Bridge.

The problems of safety to the public and the contractor's work force under the high volumes on this project are difficult and I think the emphasis given to these problems by the State is commendable.

bk

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 18 1971
FOR FILING

I-5 4 (70) 276
7529

March 18, 1971

Homer J. Olsen, President
and Homer J. Olsen, Inc.
P. O. Box 668
Danville, California 94526

Subject: Assignment of Contract 7529

Gentlemen:

Your recent request for assignment of Contract 7529 from Homer J. Olsen, Inc., and Homer J. Olsen to Homer J. Olsen, Inc., Homer J. Olsen, and J. F. Shea Co., Inc., a joint venture, has been reviewed and approved by our Chief Counsel with the following provisions:

The assignment should be dated and we would ask that you insert the date that you wish it to be effective. ✓

A new performance bond will be needed naming all three of the joint venturers. ✓

The written consent of the existing surety must be secured. The assignment cannot be made effective until the new surety bond has been secured and we have the written consent of the old surety to be bound for performance on the contract up to the date of the new bond. ✓

Under Oregon law an out-of-state corporation must be registered with the Corporation Division, 158 12th Street, N.E., Salem, Oregon 97310, before beginning work on a contract. A check with the Corporation Division office indicated that J. F. Shea Co., Inc., is not currently registered. This should be taken care of as soon as possible.

The assignment must also be approved by the State Highway Commission and it is anticipated that it will be presented to them at the next meeting on March 30. After that meeting, we will advise you as to the action that has been taken.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:km

cc R.L. Porter
Tom Edwards
L. I. Lindas

P.S. Please return all three copies of the assignment.

(3 assignments returned)

RECEIVED
MAR 22 1971
FOR FILING

REFERRED TO
admin
BY SECRETARY
for your info
original draft to
Lindas for ok

7527

Homer J. Olsen, President
and Homer J. Olsen, Inc.
P. O. Box 668
Danville, California 94526

Subject: Assignment of Contract 7529

Gentlemen:

Your recent request for assignment of Contract 7529 from Homer J. Olsen, Inc., and Homer J. Olsen to Homer J. Olsen, Inc., Homer J. Olsen, and J. F. Shea Co., Inc., a joint venture, has been reviewed and approved by our Chief Counsel with the following provisions:

The assignment should be dated and we would ask that you insert the date that you wish it to be effective.

A new performance bond will be needed naming all three of the joint venturers.

The written consent of the existing surety must be secured. The assignment cannot be made effective until the new surety bond has been secured and we have the written consent of the old surety to be bound for performance on the contract up to the date of the new bond.

Under Oregon law an out-of-state corporation must be registered with the Corporation Division, 158 12th Street, N.E., Salem, Oregon 97310, before beginning work on a contract. A check with the Corporation Division office indicated that J. F. Shea Co., Inc., is not currently registered. This should be taken care of as soon as possible.

The assignment must also be approved by the State Highway Commission and it is anticipated that it will be presented to them at the next meeting on March 30. After that meeting, we will advise you as to the action that has been taken.

NOTED
TOM EDWARDS

RECEIVED
MAR 17 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

The undersigned hereby assigns all of its interest in and to Contract No. 7529 - Guard Rail, Median Barrier and Impact Attenuators for the North Portland Boulevard-Capitol Highway Section, Pacific and Stadium Freeway and Highway, Multanomah County, Oregon, between the Oregon State Highway Division and Homer J. Olsen, Inc. and Homer J. Olsen to Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Co., Inc., a Joint Venture.

Dated: March 1971.

HOMER J. OLSEN, INC. AND HOMER
J. OLSEN, a Joint Venture

BY:

HOMER J. OLSEN, INC.

By____________________
Its President

And____________________
Its Secretary

____
Homer J. Olsen

ASSUMPTION

The undersigned hereby assume and agree to perform all of the obligations of Homer J. Olsen, Inc.

The undersigned hereby assigns all of its interest in and to Contract No. 7529 - Guard Rail, Median Barrier and Impact Attenuators for the North Portland Boulevard-Capitol Highway Section, Pacific and Stadium Freeway and Highway, Multanomah County, Oregon, between the Oregon State Highway Division and Homer J. Olsen, Inc. and Homer J. Olsen to Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Co., Inc., a Joint Venture.

Dated: March 1971.

HOMER J. OLSEN, INC. AND HOMER
J. OLSEN, a Joint Venture

BY:

HOMER J. OLSEN, INC.

By__________________________
Its President

And_________________________
Its Secretary

____
Homer J. Olsen

ASSUMPTION

The undersigned hereby assume and agree to perform all of the obligations of Homer J. Olsen, Inc.

FORM 2-30 50M 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAR 1 1 1971
LEGAL

Salem, Oregon
March 11, 1971

SUBJECT: Assignment of Contract No. 7529

To: Mr. L. I. Lindas
Chief Counsel

BUILDING

REFERRED
TO Floyd:
FOR Assignment OK. - It should
F. C. McKINNEY
be dated by parties - just says
March - . - They should furnish a
new Perf. Bond as
they suggest
naming all
three as
joint
ventures,
Also
existing surety
should
consent
& to cover
anything up to
date
assignment
becomes
effective.
Assignment not to
be effective until
new surety obtained
& old surety consents
and agrees to be bound
for past performance

Attached is a request from Homer J. Olsen, Inc., and Homer J. Olsen to assign Contract No. 7529 to Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Company, Inc.

Homer J. Olsen, Inc., and Homer J. Olsen is prequalified with us in an amount adequate to bid on Contract No. 7529. J. F. Shea Company, Inc., is prequalified with us for $40,000,000. As far as prequalification is concerned, there appears to be no problem.

Is the assignment as prepared acceptable as to form and content? If the assignment is okay, should we require the assignee to submit a new bond as they suggest, or should we ask for the consent of the surety on the existing contract?

I presume that the assignment if approved would require approval by the Highway Commission.

Floyd Query
Floyd Query, Secretary

FQ:dr
Attachment

HOMER J. OLSEN, INC.
GENERAL ENGINEERING CONTRACTORS
DANRECO BLDG. · 401 S. HARTZ AVENUE
P. O. BOX 668 · DANVILLE, CALIFORNIA 94526
TELEPHONE (415) 837-1421

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Re: Contract No. 7529 - Guard Rail, Median Barrier and Impact Attenuators for the North Portland Boulevard-Capitol Highway Section, Pacific and Stadium Freeway and Highway, Multanomah County, Oregon

Gentlemen:

It is requested that you consent to the assignment of the captioned Contract from Homer J. Olsen, Inc. and Homer J. Olsen to Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Co., Inc., a Joint Venture.

The reasons for this request are:

1. Prior to the time and date for the opening of bids on the Contract, Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Co., Inc. intended to submit a bid therefor, as a Joint Venture.

2. In furtherance of that intention, prior to the bid time and date, Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Co., Inc. entered into a written Joint Venture Agreement with respect to the Contract, which specified that Homer J. Olsen, Inc. would be the sponsor of the Joint Venture if the Joint Venture was the low bidder and the Contract was awarded to the Joint Venture.

3. Homer J. Olsen, Inc. and Homer J. Olsen obtained a Joint Venture bid bond with respect to the Contract and J. F. Shea Co., Inc. obtained a bid bond with respect to the Contract, but, by inadvertence, a bid bond for Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Co., Inc., a Joint Venture, was not obtained and this inadvertence was not discovered within sufficient time prior to the time and date for the opening of bids to obtain such a bond.

4. Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Co., Inc. each prepared separate estimates and, thereafter, all conferred upon the bid that was submitted. Since it was previously agreed that Homer J. Olsen, Inc. was to be the sponsor of the Joint Venture, when the inadvertence concerning the failure to obtain a Joint Venture bid bond was discovered, it was agreed that Homer J. Olsen, Inc. and Homer J. Olsen, alone, would submit the bid.

5. J. F. Shea Co., Inc. did not submit a bid on the Contract, either as a prime contractor or as a subcontractor to any bidding prime contractor.

6. Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Co., Inc. all prequalified with the Oregon State Highway Division prior to the time and date for the opening of bids with respect to the Contract, and Homer J. Olsen, Inc., which is a California corporation, and J. F. Shea Co., Inc., which is a Nevada corporation, each has qualified to do business in the State of Oregon.

Three counterparts of a suggested form of Assignment, Assumption and Consent are enclosed to accomplish the foregoing request, each of which has been executed by Homer J. Olsen, Inc. and Homer J. Olsen, as assignors, and by Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Co., Inc., a Joint Venture, as assignees. If this form is satisfactory, please have the Consent executed by the Oregon State Highway Division and return two counterparts of the enclosed to the undersigned.

Promptly after receipt of the enclosed, a Performance Bond, in the form specified in the Contract, will be forwarded to you executed by the Joint Venture, as principal, and by a corporate surety company, as Surety. It is understood that the Consent to the Assignment shall have no force or effect until such time as the Performance Bond has been forwarded to you.

Dated: March , 1971.

Yours very truly,

HOMER J. OLSEN, INC.

By_________________________
Its President

HJO:jas
Enc.

cc: Mr. Ed Shea/Enc.

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

Salem, Oregon
March 11, 1971

Assignment of Contract No. 7529

Mr. L. I. Lindas
Chief Counsel

BUILDING

Attached is a request from Homer J. Olsen, Inc., and Homer J. Olsen to assign Contract No. 7529 to Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Company, Inc.

Homer J. Olsen, Inc., and Homer J. Olsen is prequalified with us in an amount adequate to bid on Contract No. 7529. J. F. Shea Company, Inc., is prequalified with us for $40,000,000. As far as prequalification is concerned, there appears to be no problem.

Is the assignment as prepared acceptable as to form and content? If the assignment is okay, should we require the assignee to submit a new bond as they suggest, or should we ask for the consent of the surety on the existing contract.

I presume that the assignment if approved would require approval by the Highway Commission.

Floyd Query, Secretary

FQ:dr
Attachment

cc Cec

HOMER J. OLSEN, INC.
GENERAL ENGINEERING CONTRACTORS
DANRECO BLDG. • 401 S. HARTZ AVENUE
P. O. BOX 668 • DANVILLE, CALIFORNIA 94526
TELEPHONE (415) 837-1421

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Re: Contract No. 7529 - Guard Rail, Median Barrier and Impact Attenuators for the North Portland Boulevard-Capitol Highway Section, Pacific and Stadium Freeway and Highway, Multanomah County, Oregon

Gentlemen:

It is requested that you consent to the assignment of the captioned Contract from Homer J. Olsen, Inc. and Homer J. Olsen to Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Co., Inc., a Joint Venture.

The reasons for this request are:

1. Prior to the time and date for the opening of bids on the Contract, Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Co., Inc. intended to submit a bid therefor, as a Joint Venture.

2. In furtherance of that intention, prior to the bid time and date, Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Co., Inc. entered into a written Joint Venture Agreement with respect to the Contract, which specified that Homer J. Olsen, Inc. would be the sponsor of the Joint Venture if the Joint Venture was the low bidder and the Contract was awarded to the Joint Venture.

3. Homer J. Olsen, Inc. and Homer J. Olsen obtained a Joint Venture bid bond with respect to the Contract and J. F. Shea Co., Inc. obtained a bid bond with respect to the Contract, but, by inadvertence, a bid bond for Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Co., Inc., a Joint Venture, was not obtained and this inadvertence was not discovered within sufficient time prior to the time and date for the opening of bids to obtain such a bond.

4. Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Co., Inc. each prepared separate estimates and, thereafter, all conferred upon the bid that was submitted. Since it was previously agreed that Homer J. Olsen, Inc. was to be the sponsor of the Joint Venture, when the inadvertence concerning the failure to obtain a Joint Venture bid bond was discovered, it was agreed that Homer J. Olsen, Inc. and Homer J. Olsen, alone, would submit the bid.

5. J. F. Shea Co., Inc. did not submit a bid on the Contract, either as a prime contractor or as a subcontractor to any bidding prime contractor.

6. Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Co., Inc. all prequalified with the Oregon State Highway Division prior to the time and date for the opening of bids with respect to the Contract, and Homer J. Olsen, Inc., which is a California corporation, and J. F. Shea Co., Inc., which is a Nevada corporation, each has qualified to do business in the State of Oregon.

Three counterparts of a suggested form of Assignment, Assumption and Consent are enclosed to accomplish the foregoing request, each of which has been executed by Homer J. Olsen, Inc. and Homer J. Olsen, as assignors, and by Homer J. Olsen, Inc., Homer J. Olsen and J. F. Shea Co., Inc., a Joint Venture, as assignees. If this form is satisfactory, please have the Consent executed by the Oregon State Highway Division and return two counterparts of the enclosed to the undersigned.

Promptly after receipt of the enclosed, a Performance Bond, in the form specified in the Contract, will be forwarded to you executed by the Joint Venture, as principal, and by a corporate surety company, as Surety. It is understood that the Consent to the Assignment shall have no force or effect until such time as the Performance Bond has been forwarded to you.

Dated: March , 1971.

Yours very truly,

HOMER J. OLSEN, INC.

By____________________
Its President

HJO:jas
Enc.

cc: Mr. Ed Shea/Enc.

RECEIVED
STATE HIGHWAY COMMISSION

FORM E-20

I-5-6(70)276
7529

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1971

SUBJECT: Left-turn refuge
US99W at Huber Street
Assignment 219 - AEJ

To:

219 A. E. Johnson
Asst. State Highway Engineer

Building

NOTED
A. E. JOHNSON

The subject left-turn installation was completed on March 1, 1971.

Robert N. Bothman
Maintenance Engineer

By

William Anhorn
Maintenance Office Engineer

WA:mp

cc: F. B. Klaboe

RECEIVED
MAR 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-20 10M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 22, 1970

SUBJECT: High Accident Section, Barbur Boulevard at Huber Street Portland

To: Mr. A. E. Johnson
Assistant State Highway Engineer
OFFICE

Attached is a copy of a report from the Region Office recommending establishment of a left-turn refuge on Barbur Boulevard (US99W) at Huber Street near the Capitol Highway intersection in Portland. It is believed that the refuge will improve traffic conditions in this general area, and establishment of the refuge has been approved.

It would be appreciated if you would arrange to have this work done and for this office to be notified when it is completed.

FBK
F. B. Klaboe
Assistant State Highway Engineer

Attachment

cc: R. L. Porter
Tom Edwards
F. B. Crandall

MAINTENANCE ENGINEER
RECEIVED
DEC 29 1970
☐ ME ☐ AME ☐ AME ☐ OE ☐ AG
☐ BS ☐ ABS ☐ AA ☐ FILE ☐ TA

NOTED
A. E. JOHNSON

SP*52503-734

FORM 5-30 (4-70)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
November 17, 1970

SUBJECT: Urban High Accident Rate Section
1969
S.W. Barbur Boulevard at S.W.
Huber Street
City of Portland
US99W-Hwy. No.1W-M.P. 6.30

To: F.B. Crandall
Traffic Engineer
Salem, Oregon

The 0.10 mile section in the City of Portland is just west of S.W. Capitol Highway. Four of these six reported accidents for the ten month period of 1969 on which the accident rate was computed were at the S.W. Huber Street intersection. The first six months listing of 1970 does not show any reported accidents at Huber Street. The Huber Street intersection will be the subject of this investigation and report.

A little historical background is necessary to bring the accident problem being experienced at Huber Street into focus. The Portland Community College has generated a great deal of traffic from downtown Portland both on S.W. Barbur Boulevard and on Interstate 5 to the Capitol Highway signalized intersection on Barbur Boulevard. The college is located approximately two miles to the south of Barbur Boulevard on Capitol Highway. There is a left turn route provided for southbound Barbur Boulevard traffic to Capitol Highway via Taylors Ferry Road to the Capitol Highway, then through the traffic signal at Barbur Boulevard. This movement has been made difficult during peak morning periods by the heavy volume from I-5 which intersects Capitol Highway from the west leg of Taylors Ferry Road. This difficulty has resulted in motorists seeking a more direct route to the south leg of Capitol Highway. This route has been from Barbur Boulevard to the Huber Street connection.

The attached construction plan shows the general layout of the street network. The second map shows more detail of the Capitol Highway-Huber Street connection from Barbur Boulevard. Huber Street is a one way connector leg between Barbur Boulevard and Capitol Highway which is receiving about 400 left turns from Barbur Boulevard in a 24 hour period. The highest hour volume movement was from 7 to 8 A.M. of 58 vehicles.

Attached are collision diagrams showing reported accidents for the year 1968 and five months of 1969 for the intersections of Barbur Boulevard and Huber Street; Taylors Ferry Road and Capitol Highway; and Barbur Boulevard and Capitol Highway. There were no reported accidents at Huber Street and Capitol Highway. The Barbur Boulevard-Huber Street intersection shows four reported accidents. There were three rear end and one angle type accident. There were [illegible]ght injuries in these accidents.

November 17, 1970

(Cont'd)

The attached sketch shows a proposal for restriping to provide for a left turn lane from Barbur Boulevard to Huber Street at an estimated cost of $500. It is not the intention to encourage left turns at this point, but to provide rear end protection for those now making the movement. It is expected that some additional traffic will be generated by providing a left turn lane. If all vehicles now using the traffic signal route changed to the left turn lane there would be approximately 1100 vehicles per day. This amount could be handled.

The proposal was discussed with Mr. Mario Martini, of the Portland Traffic Bureau. He felt that the traffic pattern should be considered.

If you approve, we will offer the project to the city for final consideration and for their removal of parking on the south side of Barbur Boulevard. We would do the restriping at our expense.

R. W. FAILMEZGER

Ronald W. Failmezger
Regional Traffic Engineer

RWF:mdf

Enclosure

CC: F.B. Crandall
L.W. Rulien
J.W. Sheldrake

1.
2.
3.
4.
5.
6.
7.

TYPICAL VIEWS
Pacific Highway West at Huber Street
City of Portland

1. Looking southwest on US99W from 100 feet northeast of S.W. Capitol Hwy.

2. Looking southwest on US99W from S.W. Capitol Hwy.

3. Looking southwest on US99W from 25 feet southwest of S.W. Capitol Hwy.

4. Looking southwest on US99W from 150 feet northeast of S.W. Huber Street.

5. Looking northeast on US99W from 400 feet southwest of S.W. Huber Street.

6. Looking east on S.W. Huber Street from US99W.

7. Looking west on S.W. Huber Street from S.W. Capitol Hwy.

2.

3.

4.

5.

6.

7.

TYPICAL VIEWS
Pacific Highway West at Huber Street
City of Portland

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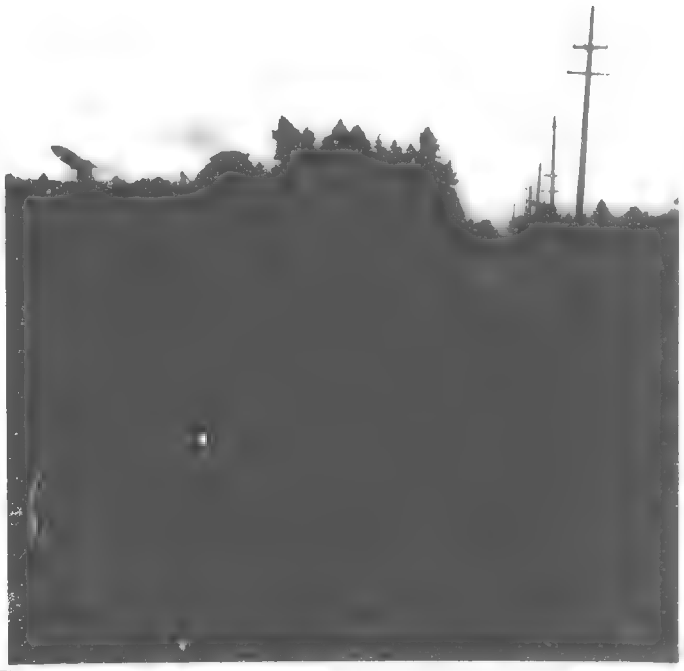
6. Looking east on S.W. Huber Street from US99W.
7. Looking west on S.W. Huber Street from S.W. Capitol Hwy.



3.

4.

5.

6.

7.

TYPICAL VIEWS
Pacific Highway West at Huber Street
City of Portland

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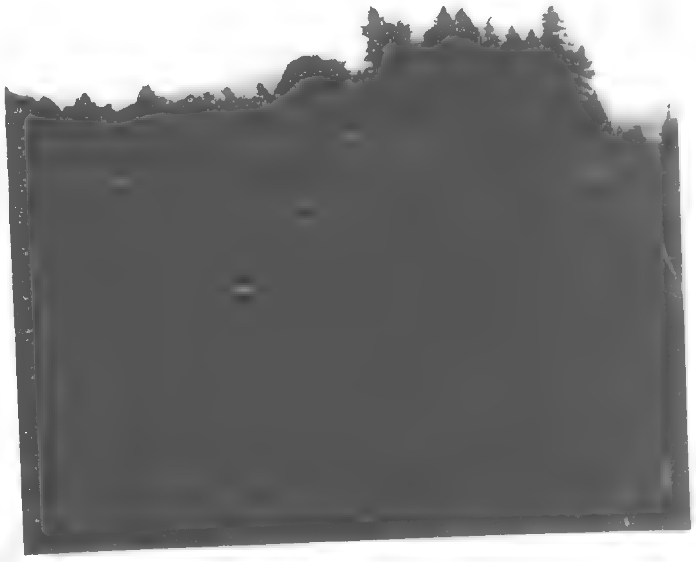

4.

5.

6.

7.

TYPICAL VIEWS
Pacific Highway West at Huber Street
City of Portland

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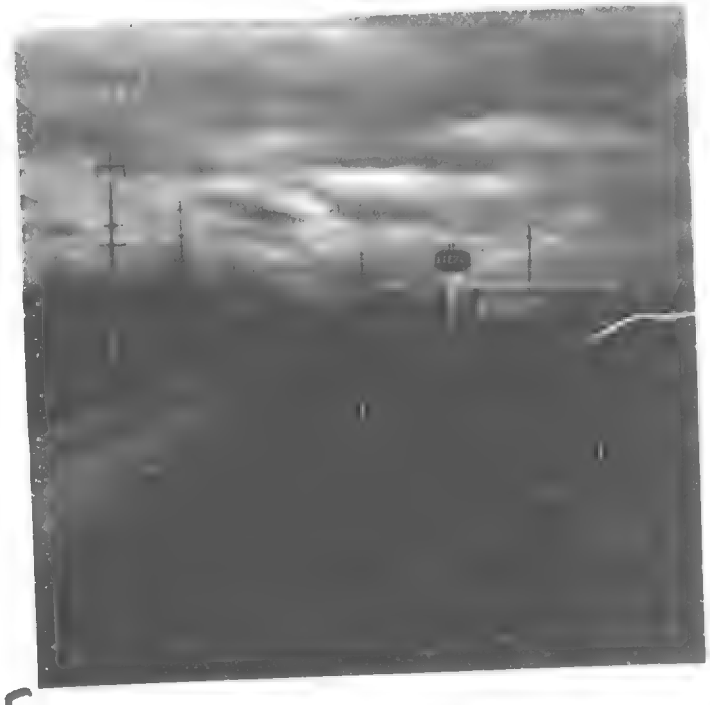
7. Looking west on S.W. Huber Street from S.W. Capitol Hwy.



5.

6.

7.

TYPICAL VIEWS
Pacific Highway West at Huber Street
City of Portland

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2. Looking southwest on US99W from S.W. Capitol Hwy.

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7. Looking west on S.W. Huber Street from S.W. Capitol Hwy.

6.

7.

TYPICAL VIEWS
Pacific Highway West at Huber Street
City of Portland

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5. Looking northeast on US99W from 400 feet southwest of S.W. Huber Street.
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7. Looking west on S.W. Huber Street from S.W. Capitol Hwy.

7.

TYPICAL VIEWS
Pacific Highway West at Huber Street
City of Portland

1. Looking southwest on US99W from 100 feet northeast of S.W. Capitol Hwy.

2. Looking southwest on US99W from S.W. Capitol Hwy.

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5. Looking northeast on US99W from 400 feet southwest of S.W. Huber Street.

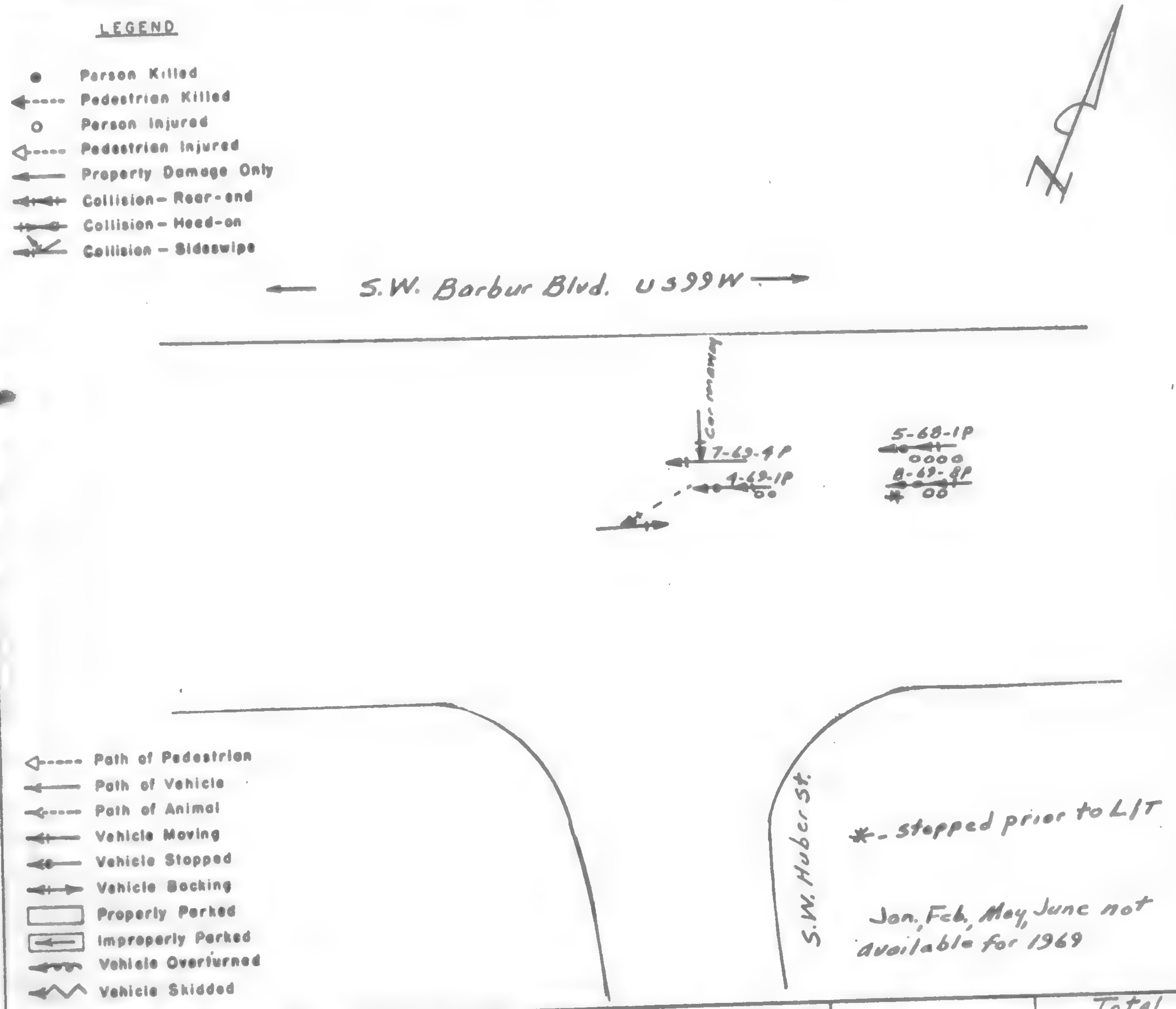
6. Looking east on S.W. Huber Street from US99W.

7. Looking west on S.W. Huber Street from S.W. Capitol Hwy.

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of ______ County Multnomah
Intersection of S. W. Barbur Blvd. and S. W. Huber St.
Highway Number 1W (US 99W) M.P. 6.30
Period Covered 1-1-68 to 12-31-68
Compiled by VBC Drawn by ______ Date 4-27-70



LEGEND

- ● Person Killed
- Pedestrian Killed
- ○ Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe

- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

*- stopped prior to L/T

Jan., Feb., May, June not available for 1969

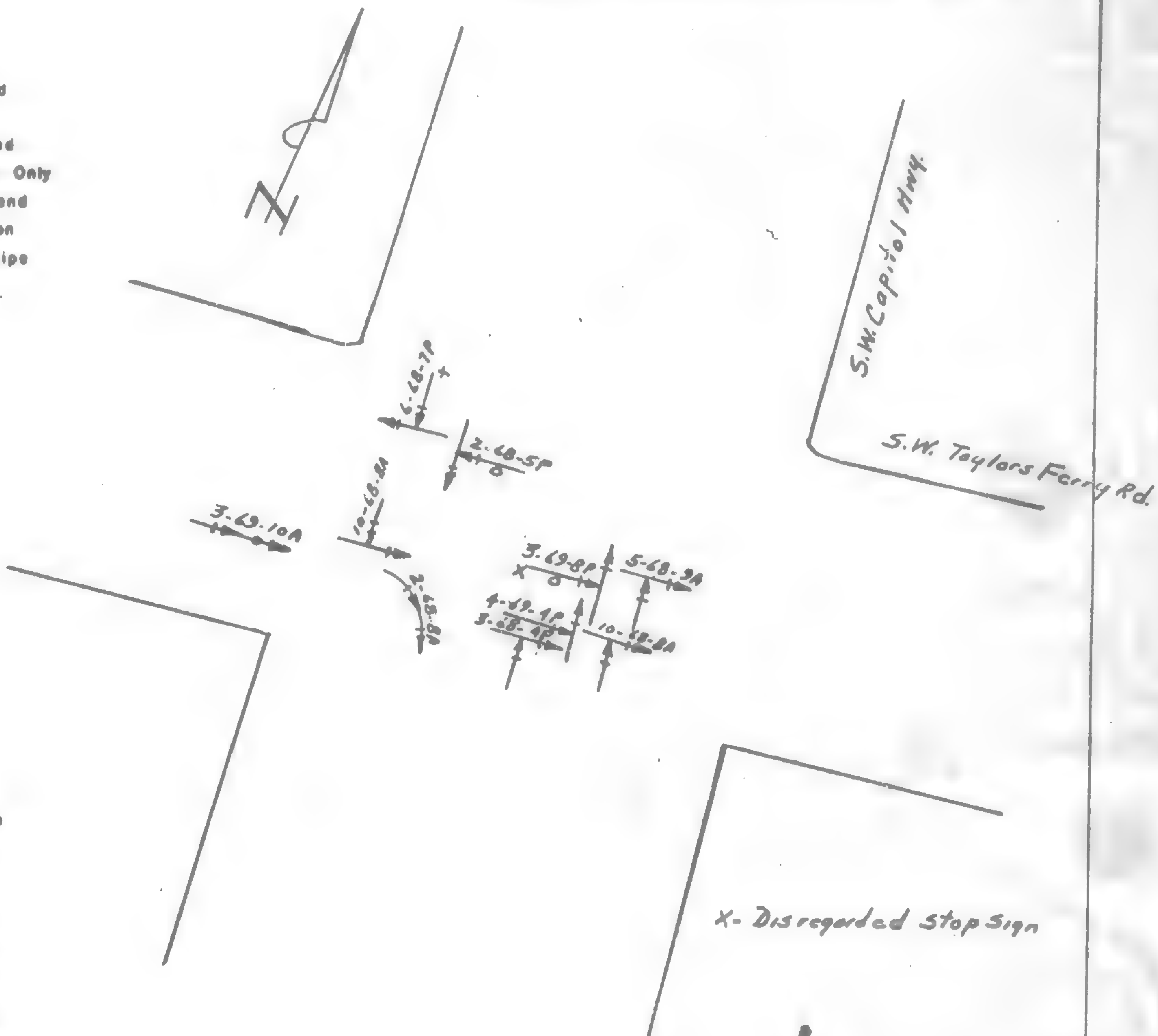
Collision Type	1968 Fatal	1968 Non-fatal	1968 Prop. Damage	1968 Total	8 Mos. 1969 Fatal	8 Mos. 1969 Non-fatal	8 Mos. 1969 Prop. Damage	8 Mos. 1969 Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Total Fatal	Total Non-fatal	Total Prop. Damage	Total Total
Angle							1	1											1	1
Head-on																		3		3
Rear-end		1		1		2		2												
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																		3	1	4
TOTAL		1		1		2	1	3												

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of ____________ County Multnomah
Intersection of S.W. Capitol Hwy. and S.W. Taylors Ferry Rd.
Highway Number ____________
Period Covered 1-1-68 to 9-30-69
Compiled by BC Drawn by ____________ Date 4-27-70

LEGEND

- ■ Person Killed
- ◄----- Pedestrian Killed
- □ Person Injured
- ◁----- Pedestrian Injured
- ◄—— Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



X- Disregarded Stop Sign

- ◁----- Path of Pedestrian
- ◄—— Path of Vehicle
- ◄----- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Mch., Apr. July, Aug. Sept. available for 1969. (Co. Rd.s & City sts)

Collision Type	1968				5 MOS. 1969												Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1	5	6		1	1	2										2	6	8
Head-on																				
Rear-end			1	1			1	1											2	2
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1	6	7		1	2	3										2	8	10

Oregon State Highway Department

Traffic Engineering Division

Accident Analysis

COLLISION DIAGRAM

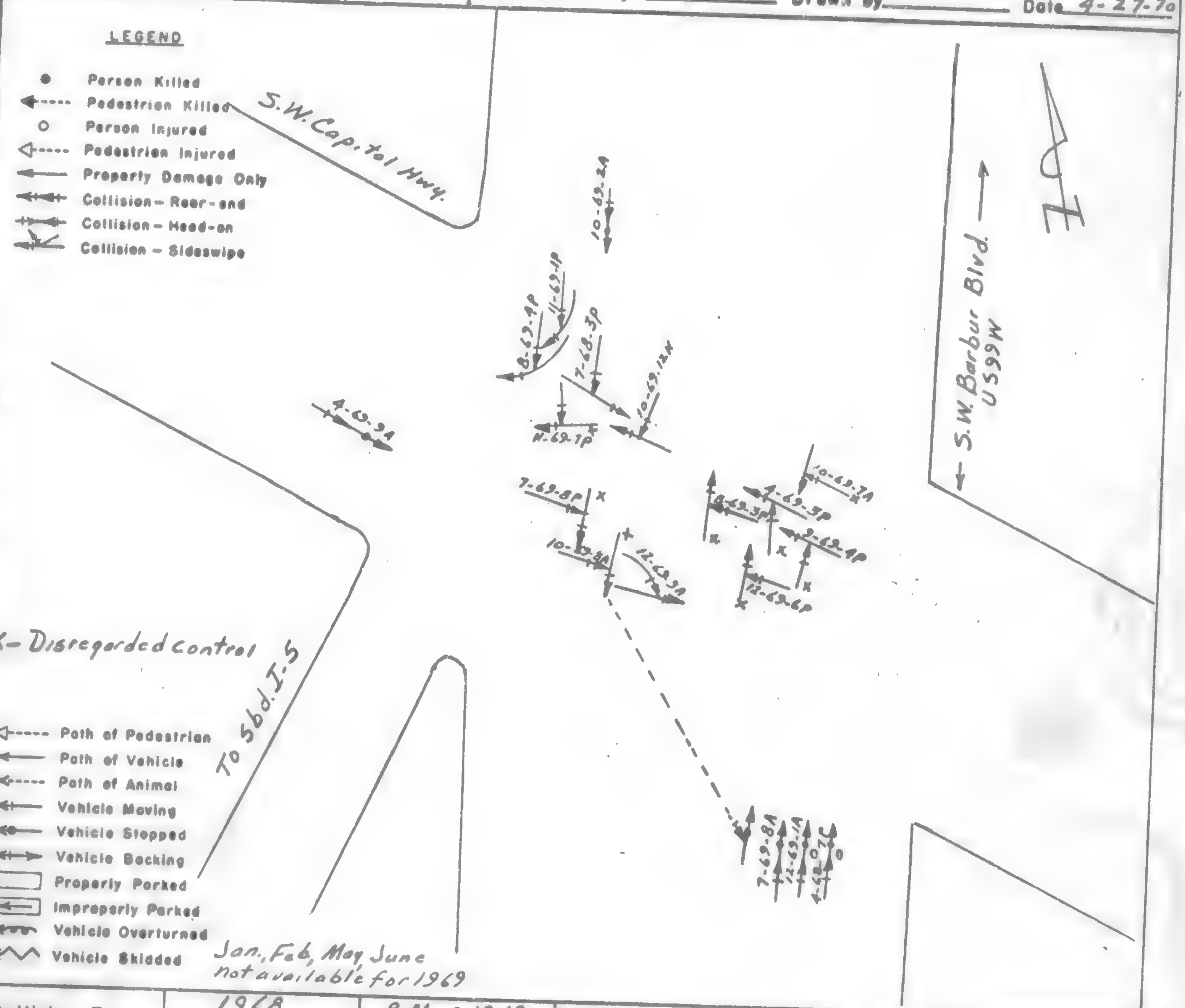
City of ____________ County Multnomah

Intersection of S.W. Barbur Blvd. and S.W. Capitol Hwy.

Highway Number 1W (US 99W) M.P. 6.21

Period Covered 1-1-68 to 12-31-69

Compiled by VBC Drawn by ____________ Date 4-27-70



X- Disregarded control

Jan., Feb, May June not available for 1969

Collision Type	1968				8 Mos. 1969												Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			1	1			9	9												
Head-on																			10	10
Rear-end		1		1		1		3												
Sideswipe																		2	2	4
Turning Movement																				
Parking							3	3											3	3
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1	1	2		1	14	15										2	15	17

Form 493A

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DEPARTMENT
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE May 5-7, 1970

DAY OF WEEK Tue-Thu

ACTUAL COUNT (VEH.) 16 HRS.

HOURS COUNTED 6AM-10PM

PEDESTRIAN COUNT 16 HRS.

HOURS COUNTED 6AM-10PM

WEATHER Cloudy

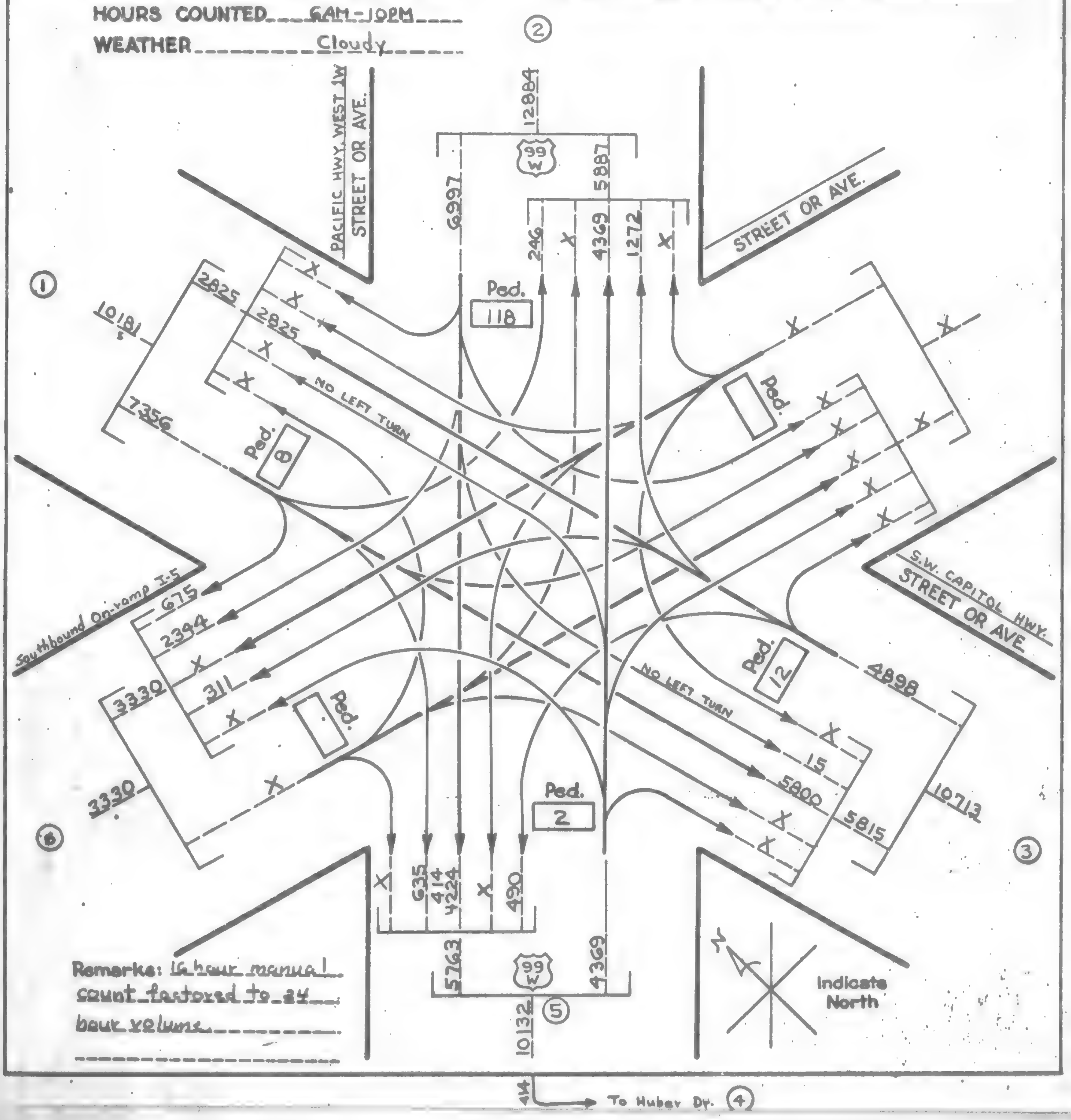
CITY OF Portland

INTERSECTION OF US99W & S.W. Capitol Hwy.

STATION NO. M.P. 6.21

CODE NO.

CLASSIFICATION All vehicles



Remarks: 16 hour manual count factored to 24 hour volume

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date May 5 & 7-1970
Day of week Tues & Thur
Hours counted 6:00 -10:00P
Weather Cloudy

Classification All Vehicles

City or C
Intersecti
Mile Post
Classifica

TIME	3-6	3-5	1-5	1-6	2-3	3-2	2-5	5-2	1-3	3-1	1-2	2-6	2-4	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERI North 1
- 7:00	5	13	9	14	1	16	111	122	284	29	3	73	18	698					310
00- 8:00	23	21	30	67	–	61	198	458	655	135	10	145	58	1861					76
00- 9:00	16	24	25	33	2	60	194	298	502	163	12	117	26	1472					57
:00-10:00	16	42	34	36	–	68	178	196	312	133	4	105	30	1154					38
:00-11:00	17	32	32	40	1	69	196	209	270	135	6	106	28	1141					34
00-12:00	12	30	34	34		97	248	256	265	119	17	118	24	1254					35
1:00	11	36	35	35	2	101	270	260	320	156	16	144	33	1419					40
2:00	16	34	35	30		75	242	228	249	142	15	124	20	1210					32
:00- 3:00	26	26	33	47	2	81	242	262	300	235	19	128	19	1420					39
:00- 4:00	20	28	46	45	1	100	249	263	281	222	24	150	22	1451					39
00- 5:00	23	35	52	59	2	106	408	367	338	258	17	236	23	1924					46
:00- 6:00	21	29	53	57		79	481	315	523	290	21	258	21	2148					65
:00- 7:00	17	25	50	39	1	78	254	236	411	175	14	139	17	1456					51
7:00- 8:00	21	27	45	26		66	190	199	266	148	25	108	13	1134					36
8:00- 9:00	16	11	49	31	1	52	211	180	179	124	15	96	17	982					27
9:00-10:00	23	32	15	21	1	47	168	123	118	104	6	84	7	749					26
10:00-11:00																			
11:00-12:00																			
12:00- 1:00																			
00- 2:00																			
:00- 3:00																			
3:00- 4:00																			
4:00- 5:00																			
5:00- 6:00																			
Hour total .	311	490	635	675	15	1272	4324	4369	5800	2825	246	2344	414	23620					73
Hour total .	283	445	577	614	14	1156	3540	3972	5273	2568	224	2131	376	21473					66
Hour total .																			
ntrol . . .																			
ctor . . .																			

Tabulated by

Checked by

S.W. Capitol Hwy. St. is North and South

US99W St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Portland

Intersection Pacific Hwy. No 1-81
S.W. Capitol Hwy

Mile Post

Classification

Classification All Vehicles

									ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS							
	1-2	2-6	2-4	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North 1	East 2	West 5	South 3	North		East		West		South	
													S	D	S	D	S	D	S	D
	3	73	18	698					310	203	122	63			2					
	10	145	58	1861					762	401	458	240	1		11				2	1
	12	117	26	1472					572	339	298	263	1		12		1		3	1
	4	105	30	1154					386	313	196	259								
	6	106	28	1141					348	331	209	253								
	17	118	24	1254					350	390	256	258	2			3				
	16	144	33	1419					406	449	260	304			10				2	
2	15	124	20	1210					329	386	228	267			4					
5	19	128	19	1420					399	391	262	368	1		57	2				
	24	150	22	1451					396	422	263	370		1	2	2	1		3	
	17	236	23	1924					466	669	367	422	1		3	2				
0	21	258	21	2148					654	760	315	419	1		5					
5	14	139	17	1456					514	411	236	295								
	25	108	13	1134					362	311	199	262			2	1				
	15	96	17	982					274	325	180	203								
4	6	84	7	749					160	260	123	206								
25	246	2344	414	23620					7356	6997	4369	4898								
568	224	2131	376	21473					6638	6361	3973	4452	7	1	108	10	2		10	2

Tabulated by WP

Checked by WP

South

West

RECEIVED
FEB 24 1971
FOR FIL

I-5-6(70) 596
7529

February 24, 1971

Homer J. Olsen, Inc.
& Homer J. Olsen
421 South Hartz
Danville, California 94526

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7529 for work on the North Portland Boulevard-Capitol Highway Section of the Pacific and Stadium Freeways in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc Industrial Indemnity Company
[illegible] California Street
San Francisco, California 94104

bc F. D. Morgan
I. D. Marchant
Harry Oswald
R. L. Schroeder

FORM E-30

5-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
February 17, 1971

SUBJECT: N. Portland Boulevard
Capitol Highway Section
Pacific and Stadium Freeways
Safety Project
Contract No. 7529

To: Frank Hall
Design Engineer
State Highway Building
Salem

Plans for the subject project call for a continuous concrete median barrier reinforced with a 4 x 4, 6/6 wire mesh 30 inches wide placed on the vertical axis of the section. Contraction joints are to be placed every 20 feet and expansion joints every 60 feet. The wire mesh does not run through these joints. This barrier is to be poured on top of the existing surfacing with no footing imbedded into the ground and the existing guardrail posts which are spaced on 12½ foot centers will be left projecting three inches into the median to resist sliding.

Attached you will find a copy of a memorandum from the State of California, Division of Highways, and a copy of California's research proposal for the full-scale impact test of a concrete median barrier which is very similar to the one described above for the subject project except that it will be reinforced with three ½ inch post-tensioned steel tendons. The section to be tested will be constructed using a newly-developed machine which will extrude the median continuously.

The objective of this research project is, quoting from the proposal: "However, little is known about how a ribbon continuous monolithically cast barrier or linked pre-cast sections resting on the surface would perform during an impact. Therefore, it is the objective of this research project to dynamically proof test the extruded continuously safety-shape median barrier".

The purpose of this letter is to inquire as to whether the design being used in the subject project has been analyzed for the effect of the application of dynamic loading. If there is any question about this design's stability against sliding or overturning, perhaps it would be prudent to determine the outcome of California's initial testing of their section which I understand will be done in March.

RECEIVED
FEB 18 1971
DESIGN SECTION

_____ Scott
_____ Swenson
_____ R. Olson
_____ Trout
Do Not File ☐
Keep ☐
Return To _____
Other _____

Robert L. Schroeder
Metropolitan Engineer

By: Edward L. Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb
Encs
cc: Ivan D. Merchant w/attach.
Harry Oswald

ELH

of California siness and Transportation Agency

omorandum

To : Mr. George A. Hill
Engineering Services

Date: January 26, 1971

File :

From : Department of Public Works—Division of Highways
Headquarters - Traffic

Subject: Research Proposal - Impact Tests into Extruded Concrete Safety Shape Barrier

The attached research proposal proposes a series of full-scale impact tests to proof-test the product of a new design concept for concrete median barriers. The tests will be performed by the Materials and Research Department and evaluated by the Traffic Department.

Concrete safety-shape barrier is finding wide acceptance among highway engineers because it offers improvement in the median accident picture and low maintenance cost. The conventional construction method is to cast in place. This is a three-step operation that is time-consuming and costly. Recently a machine has been developed that is capable of extruding the basic safety-shape barrier in place with a relatively high rate of output. The external dimensions of the extruded barrier are the same as California has adopted, but instead of being solid there are three internal voids spaced along the vertical axis of the barrier.

Two of these voids form conduits for post tensioning tendons. The machine cannot place a footing or accommodate pavement dowels, thence, the barrier must rely on ability to transfer forces longitudinally to be effective. It is the purpose of these tests to establish what ability the barrier has in this respect. Also, it is necessary to determine that the internal voids have not weakened the barrier structurally. If the extruded barrier proves to be satisfactory, it would be usable on California highways. The resulting benefit would be lower cost and reduced construction time.

Form H-AD 37A

Mr. George A. Hill
Page Two
January 26, 1971

About 12 months will be required to complete this research project. The draft of the report would be available for review about 11 months after the start of work. Estimated cost is $48,500 for all salaries, equipment, supplies and service necessary to complete the study.

It is requested that this proposal be submitted to the Federal Highway Administration for their approval and financing.

A. C. ESTEP
Traffic Engineer

Approval Recommended:

J. R. GILLIS
Asst. State Highway Engineer

Attach.

EJT:gl
cc
EJTye
Central Files
Traffic Files
JLBeaton

I PROJECT TITLE

Structural Performance of Extruded Safety-Shape Barriers Under Full-Scale Impact Tests.

II PROBLEM

The application of extrusion techniques to the construction of safety-shape concrete barrier requires structural design modifications of this barrier. The extrusion technique may result in a substantial savings in barrier construction costs. However, it is necessary to "proof test" this new design concept by full-scale impact testing before an extruded safety-shape barrier can be accepted for general use.

Impact tests are needed to prove whether a barrier without embedment in the ground will perform satisfactorily without 1) overturning, 2) excessive lateral displacement, or 3) excessive damage under high-speed oblique angle impact. Also, are the dynamic actions of the impacting vehicle in oblique or flat angle impacts similar to those that take place during collision with the standard embedded barrier?

III BACKGROUND

The development of "safety-shape" concrete barriers by General Motors Corporation and the State of New Jersey have resulted in an increase in the use of concrete median barriers. The conventional construction practice is to set up forms and cast the barrier in place. As shown in Figure 1, the standard California Safety-Shape Barrier is cast-in-place and includes a footing that extends ten inches below the finished grade of the median. This footing adds to the overall mass of the barrier and, as such, resists barrier overturning. Passive earth pressure against the footing also resists barrier displacement from lateral loads. Also, casting the barrier in place permits the top of the barrier to be set at a desirable grade regardless of how irregular the ground surface may be. However, cast-in-place construction requires placing the form, placing the concrete, and then removing forms. This three-step construction practice is time-consuming and expensive.

Subsequent construction innovations have produced precast safety-shape barriers. Precast segments rest on graded plane and are fastened together end-for-end. They rely on a longitudinal transfer of force to dissipate the energy of an impact. Another precast safety-shape barrier has been produced that is doweled onto existing pavement.

More recently a machine has been developed that will extrude the safety-shape barrier in place. The machine design cannot provide a below grade footing or accommodate dowels. The method of producing the extruded barrier results in three continuous internal voids spaced along the vertical axis of the barrier (Figure 2). The developer of this extrusion machinery is proposing 400- to 500-foot barrier increments stressed with a single 1/2 inch - 7 wire tendon in the upper void and two 1/2 inch tendons in the lower void.

To our knowledge, there has not been any full-scale testing of extruded safety-shape barriers although several agencies have tested cast-in-place or doweled-in-place safety-shape barriers.

IV OBJECTIVE

As noted previously, the full barrier section includes a continuous footing and relies on mass and the keying action of the footing to resist overturning or lateral displacement. Structural analysis indicates that precast sections of barrier properly doweled to existing pavement would function satisfactorily. However, little is known about how a ribbon continuous monolithically cast barrier or linked precast sections resting on the surface would perform during an impact. Therefore, it is the objective of this research project to dynamically proof test the extruded continuously safety-shape median barrier. If these tests indicate satisfactory performance, the test series may be extended to include similar tests on a precast safety-shape barrier.

V IMPLEMENTATION

Implementation of this research will be the responsibility of the Traffic Department of the California Division of Highways.

If the test results are satisfactory, the extruded safety-shape barrier will be accepted for use on California's highways.

VI BENEFITS ANTICIPATED

If extruded safety-shape barriers are satisfactory for use on California's highways, the prime benefit would be in the reduced cost for such barriers over that of similar barriers that are presently cast-in-place. The traveling public would benefit from shortened construction time and reduced delays or congestion where safety-shape barrier is installed on existing freeways.

With the reduced construction cost of the extruded barrier, there would be more of an incentive to place the concrete safety-shape barrier. The motoring public would benefit from this because this barrier's safety record and maintenance requirements are better than those of California's other median barriers. Also, the concrete safety-shape barriers are considered by many to have a much more aesthetic appearance.

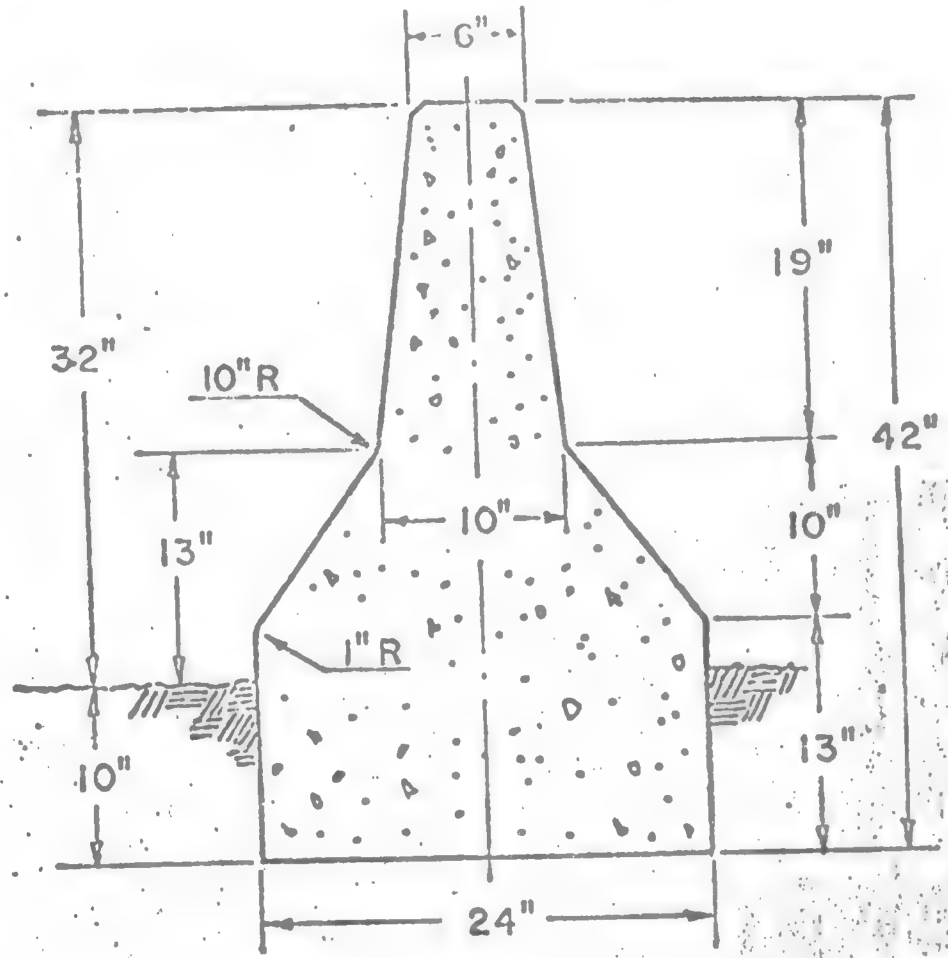


FIGURE 1

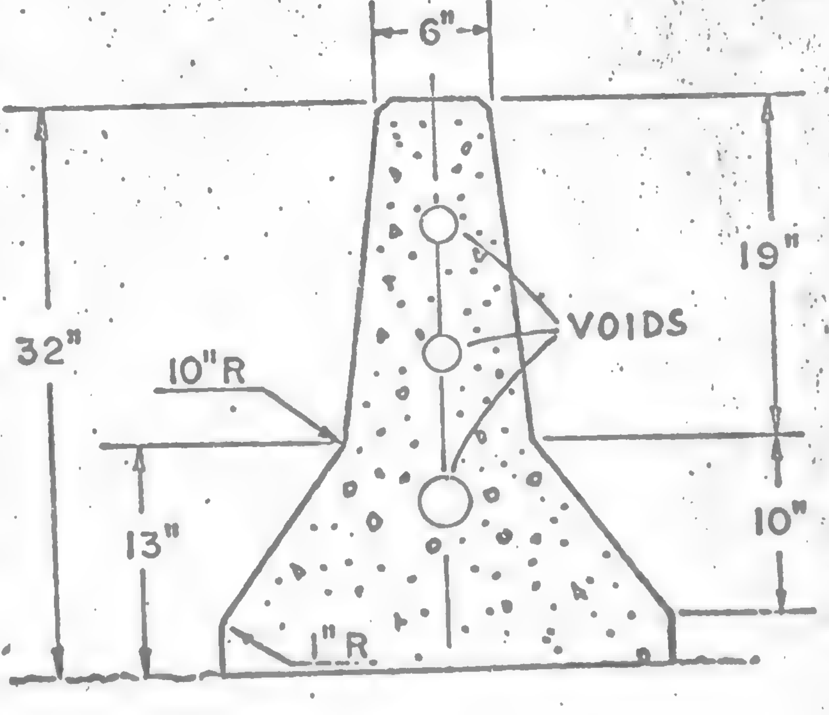


FIGURE 2

VII WORK PLAN

The barrier designs proposed for testing consist of extruded, unreinforced prestressed and unstressed New Jersey type concrete median barrier. A total of 300 feet of this barrier will be extruded. One hundred and fifty feet of this barrier will have a 12" wide, 6" deep depressed concrete key cast monolithically with the barrier superstructure. The remaining 150 feet will be extruded as a free-standing continuous barrier placed directly on an asphalt concrete surface. Both will be constructed at the Division of Highways test site located at the Lincoln Municipal airport near Lincoln, California.

The full scale tests will be conducted using the equipment and techniques developed during the last seventeen years by the California Division of Highways. The tests will be conducted using remotely controlled (radio signal) full size self-propelled sedans containing an anthropometric dummy in the driver's seat. Accelerometers will be placed in the vehicle and the dummy to record the decelerations sustained during the collisions with the barriers. The weight of the test vehicles will be 4700 pounds ± with the dummy, instrumentation, and radio control equipment in place. The impact velocity will be 65-70 mph and the impact angle will be 25° for all the tests. High speed photography will be used to determine impact velocity, impact angle, vehicular dynamics, and dummy kinematics. This high speed photography will be supplemented by appropriate pre and post impact documentary photography.

The initial test in this series will be an impact near the center of the prestressed section without the key. Additional tests, up to a maximum of six, will be conducted as dictated by the results of the first test. A schematic of the proposed test sequence is included as Exhibit 1.

VIII RESPONSIBILITY AND STAFFING

This project will be a joint effort of the California Division of Highways Traffic and Materials and Research Departments. The Traffic Department will have overall responsibility for the administration of the project and the implementation of the results of the testing. The Materials and Research Department will be responsible for the tests and preparation of the final report. The following personnel of these departments will administer the project:

Traffic Department

General Direction	W. R. Juergens, Sr. Highway Engr.
Principal Investigator	E. J. Tye, Assoc. Highway Engr.

Materials and Research Department

General Direction	E. F. Nordlin, Supv. Hwy. Engr.
Co-Principal Investigator	J. R. Stoker, Sr. Bridge Engr.
Assisted By	R. N. Doty, Assoc. M & R Engr.

IX PROJECT WORK SCHEDULE

The work schedule represented by the bar chart shown as Exhibit 2 will be adhered to as closely as possible. Inclement weather may, however, force significant deviations from this schedule.

X COST ESTIMATE

1. Barrier Fabrication and Erection.

a. Extrude barrier	$ 0	
b. Prestressing - labor, equipment, and material	$ 750	
c. Connection design, fabrication, and installation	$1,000	
Total		$1,750

2. Test Hardware and Facilities.

a. Vehicle	$1,500	
b. Film	$ 325	
c. Equipment Rental	$ 250	
d. Test Site Lease	$ 175	
e. Miscellaneous	$ 500	
f. Labor - 45 man days @ $80 per day (Proj. engineering, vehicle preparation, instrumentation, preparation of test site, conduction of test, and preliminary data analysis)	$3,600	
Total per test	$6,350	
Total for six tests @ $6,350 each =		$38,100

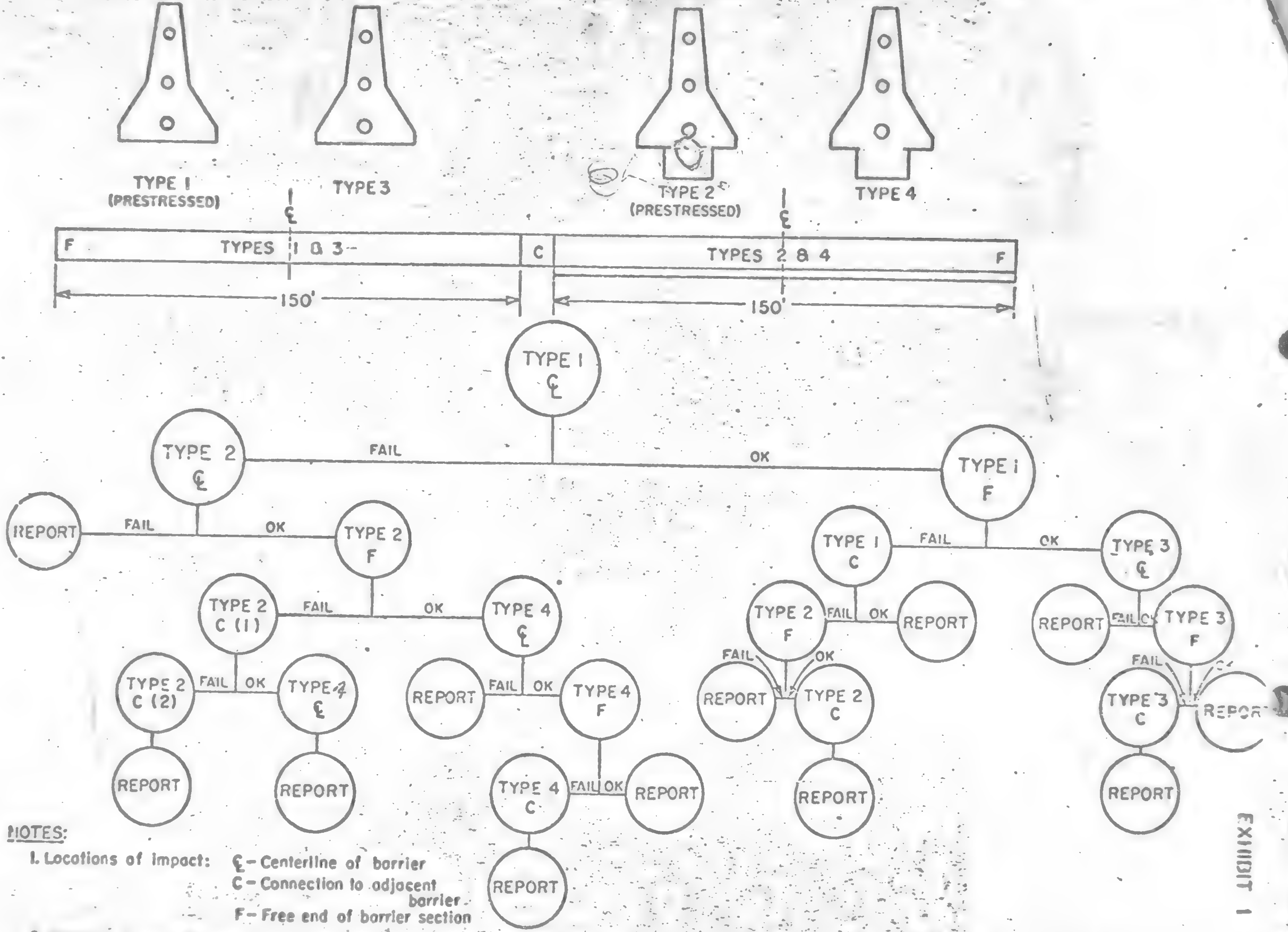
3. Detensioning Prestress Strand		$ 500
4. Design, Fabrication, and Installation of New Connection		$ 1,000
5. Reports		
Data Reduction and Report Writing (50 man days @ $80 per day)	$ 4,000	
Typing, Drafting, Reproduction (20 man days @ $80 per day)	$ 1,600	
Total		$ 5,600
6. Traffic Department Consultation, Review and Implementation		$ 1,500
Project Total		$ 48,450
Say		$ 48,500

Anticipated Expenditures by Fiscal Year;

	Total	O'hd.*	Net	Man Hrs.
1970-71 F.Y.	$25,000	$ 4,970	$20,030	1910
1971-72 F.Y.	$23,500	$ 5,770	$17,730	2220
	$48,500	$10,740	$37,760	4130

* Overhead at $2.60/ man hour

EXHIBIT 1

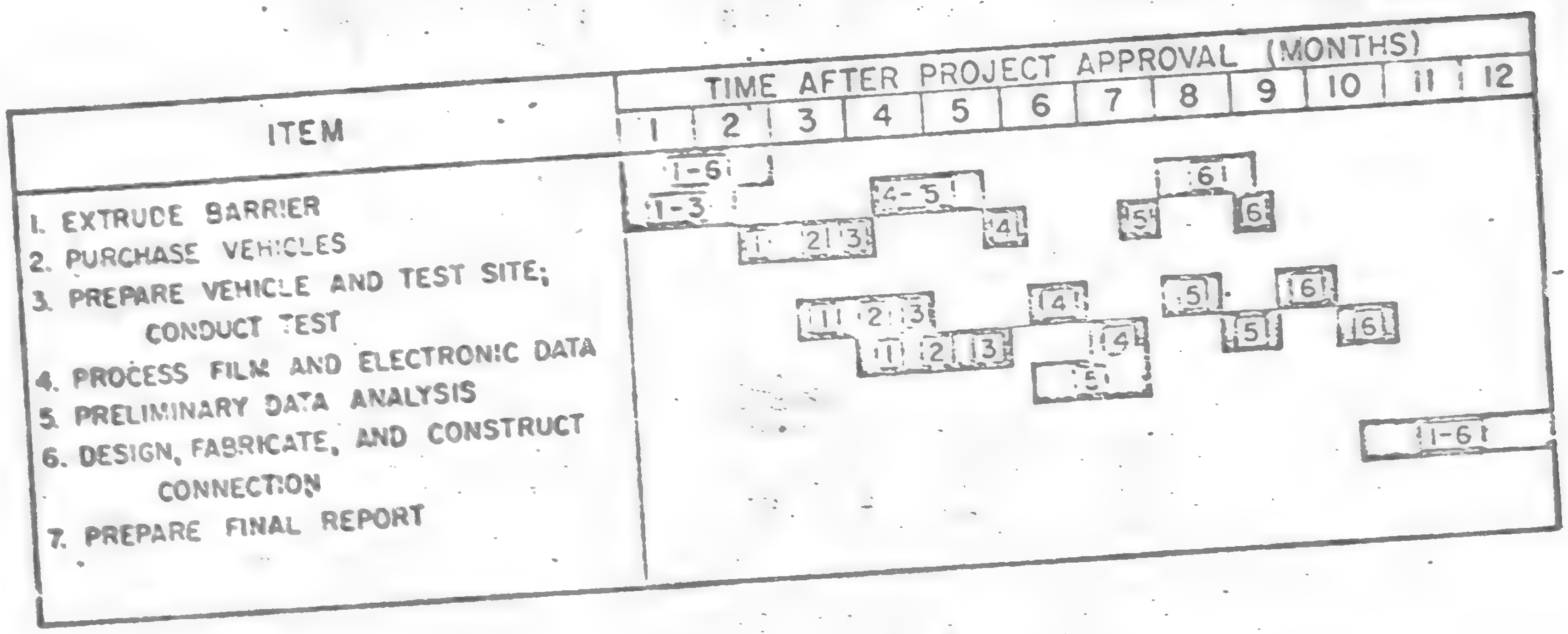


NOTES:

1. Locations of impact: ℄ – Centerline of barrier
   C – Connection to adjacent barrier
   F – Free end of barrier section
2. Numbers in parenthesis refer to first and second connection designs.

EXHIBIT 2

PROJECT WORK SCHEDULE



NOTE: Numbers in bars refer to test numbers.

RECEIVED
FEB 11 1971
FOR FILING

I-5-6(70)296
7529

February 10, 1971

Homer J. Olsen, Inc.
and Homer J. Olsen
401 South Hartz
Danville, California 94526

Gentlemen:

Enclosed are three copies of Contract No. 7529 for $1,382,117 awarded to you by the State Highway Commission on February 1, 1971, for work on the North Portland Boulevard-Capitol Highway Section of the Pacific and Stadium Freeways in Multnomah County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 1, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
Harry Oswald
R. L. Schroeder

FEB 24 1971
FOR FILING

I-5-6(26)
75-27

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1971

To:

SUBJECT: Traffic Attenuators
N. Portland Blvd.-Capitol Hwy. Sec.
Pacific Hwy. and Stadium Freeway
Multnomah County

Memo to the Files

NOTE.
A. E. JOHNSON

At 10:30 a.m. on Wednesday, January 27, 1971, a call was received from Mr. Wally Campbell of Stillwell-Gerard Construction Co., Seattle. Mr. Campbell wanted to put on record a problem being incurred in attempting to secure a quote on the traffic attenuators on the subject project.

The hydro-cushion traffic attenuators are handled under the agency of Coral Corporation who, Mr. Campbell stated, refused to give him a quoted price for furnishing the units only. Mr. Campbell stated that Coral Corporation to date would not give him a quoted price at all on these units.

Mr. Campbell also stated that he felt that if he is able to secure a quote on the attenuators that it will be for furnishing and installing the units and will be excessively high in cost because of restricted competition.

Mr. Campbell indicated that he may carry this matter further, possibly seeking legal recourse on the subject.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Administration Engineer

WJH:dh

cc A. E. Johnson
R. L. Schroeder
Leonard Lindas

RECEIVED
JAN 27
OFFICE OF
STATE HIGHWAY ENGINEER

FORM PR-1240
Rev.

JAN 26 1971

FOR FILING

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-26-71

FEDERAL AID PROJECT NO.: I-5-6(70)296
I-405-8(27)301

STATE PROJECT NO.: NORTH PORTLAND BLVD. - CAPITOL HIGHWAY SECTION

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

COUNTY NAME: MULTNOMAH

ITEM NO.: 1-632 & 633

PROGRAM STAGE (Check): ☐ 1 ☒ 2

TO: I-5-6(70)296
7589

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

1-26-71

REFERRED TO
Young w/encs
Asst. St. Hwy. Engr.

NOTE
F. B. KLAPP

DATE PS&E APPROVED: JANUARY 6, 1971

DATE AUTHORIZATION EFFECTIVE: JANUARY 6, 1971

FEDERAL ROUTE NUMBER: INTERSTATE ROUTES 5 AND 405

STATE ROUTE NUMBER: STATE ROUTES 1 AND 61

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $10,000.00; ON THE JOB TRAINING IN THE AMOUNT OF $1,600.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $500.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify)

CONTRACTOR'S FLAGGING	$10,000.00
ON THE JOB TRAINING	1,600.00
TEMPORARY EROSION CONTROL	500.00

- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JANUARY 4, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECTS HAVE BEEN REVIEWED AND ARE APPROVED WITH THE EXCEPTION OF PAVEMENT JACKING BETWEEN STATIONS 184 AND 187 SHOWN IN THE ESTIMATE AS RETAINED IN PROGRAM STATUS.

WE ALSO ACKNOWLEDGE RECEIPT OF AND APPROVE THE WORK PLAN FOR THE CATAGORY 2 EXPERIMENTAL FEATURES (HI-DRO CUSHION CELL IMPACT ATTENUATORS) INCLUDED IN THE APPROVED PROGRAMS FOR THE SUBJECT PROJECTS.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
TOM EDWARDS

RECEIVED
JAN 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE: JANUARY 20, 1971

SIGNATURE OF APPROVING OFFICIAL: R E Simpson

TITLE: DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-5-6(70)296

7529

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: January 15, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Walsh

SUBJECT: Oregon Project I-5-6(70)296
N. Portland Blvd.-Capitol Highway Section
Salvage of Luminaire Poles

The method and unit price outlined in Mr. Merchant's January 13 letter covering salvage and crediting the subject project for eleven luminaire poles, ballasts, and luminaires not reusable on the project are considered acceptable and in the public interest. Salvaging of this material is approved as outlined.

Johnson

cc to Merchant
1-21-71

NOTED
TOM EDWARDS

RECEIVED
JAN 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

A. E. Johnson

RECEIVED
JAN 26 1971
FOR FILING

I-5-6(70)296
7539

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING • SALEM, OREGON • 97310

January 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Attention: Wallace N. Bryant

Dear Mr. Simpson:

N. Portland Blvd.-Capital Highway Sec.
Pacific Highway
Multnomah County

Pursuant to the conversation relative to salvaging luminaire poles, ballasts and luminaires on the Portland Blvd.-Capital Highway Project (Project No. I-5-6(70)296), we propose to handle the matter in the following manner:

(1) We will specify that the ballasts and luminaires not reused in the permanent installation and the luminaire poles with slip-base adapters will remain the property of the State and are to be stockpiled at our maintenance yard at Milwaukie.

(2) We will credit the Federal Aid Project in the amount of money equal to $0.015 per pound for the poles salvaged by the State. This unit price was determined as follows:

a) Scrap value of the materials - $0.0075 per pound.

b) Extra cost to the contractor for extra handling, sorting and handling materials to State maintenance yard at Milwaukie - $0.0075 per pound.

c) We will initially credit the project for the following amount of money:

11 poles 4,400 lbs. @ $0.015	$66

(3) The ballasts and luminaires that are to be salvaged have no salvagable value.

The actual credits to the project will be adjusted when the actual quantities of materials salvaged and delivered to the maintenance yard is determined.

We believe the above set forth manner of handling this matter is in the public interest and request your approval for the salvaging of this material.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

DOC/ag

cc: A. E. Johnson
A. A. Rear
L. H. Young
V. E. Skoog
Jay Boyd
R. L. Schroeder
Howard Read

RECEIVED
JAN 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 4, 1971

In reply refer to: 08-35-DA

I-5-6(70)296

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7529

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Portland Safety Projects

Klaboe

SUBJECT: Oregon Project I-5-6(70)296 and
Oregon Project I-405-8(27)301

The procedures and unit costs for salvage credit for guardrail and sign bridges described in Mr. Frank Hall's December 29, 1970 letter are approved.

NOTED
TOM EDWARDS

1-5-71
Hall

RECEIVED
JAN 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 30 1970
FOR FILING

I-5-6(70)296
7530

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 29, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97301

Attention Ernest J. Valach

Dear Mr. Simpson:

Pursuant to our conversations relative to salvaging guard rail members and sign bridges on the Portland Blvd.-Capitol Highway Project (Project Nos. I-5-6(70)296 and I-405-8(27)301), we propose to handle the matter in the following manner:

(1) We will specify that the sign bridges and guard rail members not reused in the permanent installation will remain the property of the state and are to be stockpiled at our maintenance yard at Troutdale.

(2) We will credit the Federal-aid Project in the amount of money equal to \$0.015 per pound for the material salvaged by the state. This unit price was determined as follows:

(a) Scrap value of the materials - \$0.0075 per pound.

(b) Extra cost to the contractor for extra handling, sorting, and hauling materials to state maintenance yard at Troutdale - \$0.0075 per pound.

Mr. R. E. Simpson
Page two
December 29, 1970

(c) We will initially credit the project for the following amounts of money:

Sign Bridges	113,000 lbs c $0.015	$1,695
Guard Rail Panels	320,000 lbs c 0.015	4,800
	Total	$6,495

The actual credit to the project will be adjusted when the actual quantities of materials salvaged and delivered to the maintenance yard is determined.

We believe the above set forth manner of handling this matter is in the public interest and solicit your approval for the salvaging of this material.

Very truly yours,

R. L. PORTER
State Highway Engineer

By

FRANK L. HALL
Design Engineer

CGS:jg
cc: F. B. Klaboe
L. H. Young
Jay Boyd
R. L. Schroeder
Howard Read

RECEIVED
DEC 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 23 1970

FOR FILING

I-5-U(70)-16
1529

BP*52503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 22, 1970

SUBJECT: Vista Ridge Tunnel and
Terwilliger Boulevard-
Brier Place Section
Interstate 5

To: Val Johnson
Traffic Control Engineer
OFFICE

Will you please determine the date that the pavement grooving was completed on both the Vista Ridge Tunnel and Terwilliger Boulevard-Brier Place Section of I-5.

For the next six months, please keep a running tabulation of the accidents occurring on this section as to type and location and transmit a copy of the report to this office and Mr. Klaboe's office.

L. E. George
Operations Engineer

LEG:mk

cc: F. B. Klaboe ✓

RECEIVED
DEC 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 28 1970

File No.
5-6(70)-2096
7529

Salem, Oregon 97310
December 22, 1970

High Accident Section, Barbur
Boulevard at Huber Street
Portland

Mr. A. E. Johnson
Assistant State Highway Engineer
OFFICE

Attached is a copy of a report from the Region Office recommending establishment of a left-turn refuge on Barbur Boulevard (US99W) at Huber Street near the Capitol Highway intersection in Portland. It is believed that the refuge will improve traffic conditions in this general area, and establishment of the refuge has been approved.

It would be appreciated if you would arrange to have this work done and for this office to be notified when it is completed.

F. B. Klaboe
Assistant State Highway Engineer

Attachment

cc: R. L. Porter
Tom Edwards
F. B. Crandall

VPJ:pb:mk srb

RECEIVED
DEC 17 1970
FORM E-30 (REV. 10-69)
FOR FILING

I-5-L(70)
75.37

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 16, 1970

SUBJECT: High Accident Section
Barbur Boulevard at Huber Street
Portland

To: F. B. Klaboe
Asst. State Highway Engineer
BUILDING

Attached is a report from the Regional Office recommending a left-turn refuge on Barbur Boulevard at Huber Street.

The Region recommends the left-turn refuge because of the difficulties experienced by drivers in negotiating the present east-to-south left-turn route via Taylors Ferry Road and Capitol Highway. The present route is preferable in that the left-turn vehicles cross Barbur Boulevard on a traffic signal. However, the intersection of Taylors Ferry Road and Capitol Highway is becoming overloaded because of the heavy volume moving from southbound on I-5 to the Multnomah Community College on Capitol Highway.

It is possible that by developing the left-turn refuge, as recommended by the Regional Office, we could eliminate some of the present difficulties on the southbound off-ramp from I-5 by eliminating some of the conflicts at the intersection of Capitol Highway and Taylors Ferry Road.

It is recommended that we make the installation.

L. E. George
L. E. George
Operations Engineer

LEG:mk

Attachment

file with
L. E. George
12-17-70

12-16-70
F. B. Klaboe
Asst. State Hwy. Engr.

RECEIVED
DEC 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*32475-734

RECEIVED
JAN 6 1971

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-5-6(70)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 15, 1970

In reply refer to: 08-35-DA

TO 75 Mr. K. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(64)
SW. Sheridan St.-SW. Spring Garden St. Section
Pacific Highway, I-5
Proposed Illumination Revisions

Klaboe

Mr. Klaboe, by November 9 letter, submitted additional information as support for a general upgrading of the existing lighting on the subject section of freeway. Due to the nature and extent of the revisions the work was considered a major safety improvement and required action by other FHWA offices.

It has been determined that only that work required to bring the existing illumination installation up to minimum safety standards (Plan "A") will be eligible for construction with Interstate funds. Also the proposed painting or galvanizing of the existing poles and bracket arms is not considered supportable as a safety measure and cannot be approved as a participating item. Also relamping and cleaning of luminaires cannot be approved because this work is considered to be a maintenance obligation.

cc:
Region (08-00.33)

NOTED
A. E. JOHNSON

12-17-70

REFERRED TO
Merchant - Hall - Al Johnson
Crandall - Young

RECEIVED
DEC 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

D RECEIVED
NOV 18 1970
FOR FILING

November 9, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

3153

Dear Mr. Simpson:

Re: SW Sheridan St.-SW Spring Garden
St. Sec., Pacific Highway
Multnomah County
Illumination - Bridge No. 10227A
Oregon Project I-5-6()
Your Ref: 08-35-DA

In reply to your letter of October 20, the following estimates and information are submitted as additional justification for upgrading the lighting on this section of freeway.

Attached are two prints each of preliminary drawings 4, 5, 6, and 7 showing proposed lighting installation in the vicinity of Brier Place and Terwilliger curves and two Xerox copies of comparative estimates for three alternative lighting plans.

As you will notice when reviewing the estimates, the cost for upgrading the complete illumination installation has been revised from $284,000 to $312,000. This revision is due to a change in the proposed lighting at the "Multnomah On - Terwilliger Off" ramps and further adjustment required in the vicinity of the Marquam Interchange due to other safety work.

The work required to bring the existing installation up to minimum safety standards, Plan "A", involves the installation of aluminum transformer bases on all poles, new foundations on 27 poles due to excessive foundation height above ground and other work requiring the moving of the pole, galvanizing of poles and bracket arms, relamping, cleaning of luminaires and 39 new poles because of change in height and bracket arm length due to required displacement by other work.

All existing poles should be either painted aluminum or galvanized as a safety measure. Experience has proven that poles painted a dark color are damaged by vehicles more often than lighter colored poles. Inasmuch as hot dip galvanizing would be less expensive than painting, it is recommended that all poles and bracket arms be galvanized.

With existing modified illumination, the proposed glare screen will cause a shadow to fall approximately halfway across the high-speed lane between every other pair of poles. Shadows will be nonexistent directly opposite the luminaire and will gradually increase in intensity in a clockwise direction, reaching full density at approximately 30 degrees. With the new proposed illumination the glare screen would only cast a shadow one-fourth the way across the high-speed lane.

Plan "B" involves the upgrading of the section from Station 175+90 to Station 273+00 and modifying the remainder.

In the area of the Brier Place - Terwilliger curves(Station 200+00 to Station 246+00), 34 new 50-foot mounting height poles would be required to improve the lighting. In this area to modify the existing illumination would require 10 poles to be removed, replaced and/or provided with new foundations because of other work on this project. In addition, 26 other existing poles would require galvanizing. The improved lighting would reduce the number of roadside hazards by two.

By extending the improved lighting an additional 1,200 feet, the five poles presently located in the divider strip between the northbound freeway lanes and the "Multnomah On - Terwilliger Off" ramps could be eliminated completely. This would require 12 new 50-foot mounting height poles, but would eliminate 19 existing poles. In this area three of the existing poles would have to be moved and/or replaced because of other work on this project. Also, 19 poles would have to be galvanized.

The logical point to terminate the improved lighting at the south end of this section is at the end of the existing electrical circuit, which would require seven additional new units and would extend to Station 273+00. This would also blend the new lighting into the existing. The seven new units would eliminate 10 existing units, two of which would have to be moved or replaced anyway by other work on the project.

The proposed northerly termination point is Station 175+90. This is at the end of the existing circuits and at a point where the improved lighting could blend with the existing. This would require 14 new 50-foot mounting height poles and would eliminate 16 existing poles, two of which would have to be moved and/or replaced because of other required project work.

In the previously submitted accident data, it should be noted that only one of the accidents involving light poles occurred during daylight hours. It should also be noted that of the 10 accidents involving light poles, 40 percent occurred in the vicinity of the curve at the Corbett Street off-ramp. It would appear that lighting improvement would also be justified in this area.

In the publication "Analysis and Modeling of Relationships Between Accidents and the Geometric and Traffic Characteristics of the Interstate System" by the Federal Highway Administration, it is stated, "As might be expected, ... lighting is the best accident preventive addition to a roadway". It is also noted in the report that adequate lighting falls in the range of 0.8 to 1.29 foot-candles.

As previously noted, the existing illumination on the roadway encompassed by this project is calculated at only 0.5 foot-candle maintained average on the tangent sections. The average on the above-mentioned curved section is more on the order of 0.36 to 0.40 foot-candles maintained. The uniformity ratio is on the order of 9 to 1 (average to minimum).

The following accident rates are noted:

1967	All accidents for urban freeways	1.40
1967	All accidents for total section from SW Sheridan to SW Spring Garden	2.52
1967	Nighttime accidents for section	3.03
1968	All accidents for urban freeways	1.38
1968	All accidents for section	5.15
1968	Nighttime accidents for section	7.83
1969	All accidents for urban freeways	1.10
1969	All accidents for section	2.29
1969	Nighttime accidents for section	3.31

All rates are for 1,000,000 vehicle miles.

Twenty-two percent of the ADT for the section is during the hours of darkness.

On the basis of the above information and estimates, it would seem that an additional expenditure is justified. Your letter of October 20, as well as other published information by the Federal Highway Administration, agrees with the fact that improved lighting does contribute to improved safety. If just one life is saved by the improved lighting, it is warranted, and Plan "C" should be implemented.

Plan "A", the modification of the existing installation, is not a good solution to the problem that exists at this location. The large volume of traffic, high accident rate and congestion warrant a more realistic approach to the situation.

Plan "B", a combination of upgrading and modification, is a step in the right direction and does take care of the most critical location, that in the vicinity of the Brier Place and Terwilliger curves.

Plan "C", however, is the one that should be implemented. With the emphasis and money spent on safety today it seems only reasonable to do the best job that will affect the most people. In the case of lighting, all people who travel this section at night will benefit.

This project is presently scheduled for a January 28, 1971 bid opening. Please review this request for improved lighting as soon as possible and indicate your approval and/or comments.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enc.

DOC:dh mc

bc R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
F. B. Crandall
Ivan D. Merchant
F. L. Hall
D. O. Christensen

ILLUMINATION ESTIMATES

S. W. Sheridan St. - S. W. Spring Garden Sec.

Plan "A"

Modify Existing Illumination to Meet Minimum Safety Standards

152 Poles @ $750 (Galvanize, Transformer Base, Reclamp, and Clean)	$114,000
27 @ $135 (New Foundations)	3,645
39 @ $1375 (New Poles and Transf. Bases)	53,625
	$171,270
12½% Engr. & Cont.	21,730
	$193,000

Plan "B"

New Installation from Station 175+90 to Station 273+00 and Modify Remainder to Minimum Safety Standards.

67 @ $1700 (Install new poles, foundation, luminaires, and lamps)	$113,900
88 @ $ 200 (Remove existing poles)	17,600
89 @ $ 750 (Galv., Trans. base, relamp & clean)	66,750
16 @ $ 135 (New foundations)	2,160
21 @ $1375 (New poles and trans. bases)	28,875
	$229,285
12½% Engr. & Cont.	28,715
	$258,000

Plan "C"

Complete New Installation to Provide Maximum Safety.

136 @ $1700 (Install new poles, etc.)	$231,200
173 @ $ 200 (Remove existing poles)	34,600
17 @ $ 700 (Modify existing poles)	11,900
	$277,700
12½% Engr. & Cont.	34,300
	$312,000

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 20, 1970

In reply refer to: 08-35-DA

Klaboe - Reply
cy [illegible] 10-23-70

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6( )
SW. Sheridan St - SW. Spring Garden St
Proposed Illumination Revisions

Mr. Merchant, by letter dated September 25, submitted preliminary plans and supporting information for upgrading the roadway lighting within the subject section of I-5 from the present level of approximately 0.5 footcandle maintained at a 9:1 uniformity ratio to 1.0 footcandle maintained with a uniformity ratio of 2:1 to 4:1. The supporting information submitted to date has been reviewed by the FHWA and while it is recognized that this revision would contribute to improved safety it is not evident from the accident data that the $284,000 cost of a general upgrading in the level of illumination is justified particularly in view of other safety improvements planned for this section of the Interstate.

The installation of an acceptable and safe slipbase or frangible insert on the existing poles would be eligible for FAI financing and should as a minimum be included as part of the overall safety project planned for this section. Since the accident rate within the vicinity of the Brier Place and Terwilliger curves is one of the highest in the State perhaps a more refined analysis of the accident data would result in additional support for improving the lighting at this location. Other existing conditions which would be improved or eliminated by upgrading the lighting should also be included in such an analysis.

RECEIVED
OCT 26 1970
BRIDGE DIVISION

cc:
Region (08-00.33)

orig to Merchant
copies to Johnson
Hall
Herring
10-28-70

RECEIVED
[illegible]
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 15 1970

I-5-2(-10)
7529

SP*52503-734

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
December 14, 1970

To: MEMO TO FILE

SUBJECT: 40 MPH Construction Speed Zone
N. Portland Blvd.-Capitol Hwy. Sec.
Safety Project

The State Speed Control Board has approved temporary 40 MPH speed zoning with respect to the above location to be applicable during actual construction.

I have alerted the Bridge Section that during the course of construction and the use of the 40 MPH signs, very precise logs should be maintained on the time, date and location as to when the signs are in effect.

This information is a very cogent item should we be so unfortunate as to experience accidents and lawsuits with regard thereto.

F. B. Crandall
Traffic Engineer

FBC:njc

cc: ~~F. B. Klaboe~~
Ivan Merchant
Jack Sollis

NOT
F.B. KLAB

copy

REFERRED TO
ENGR
BY

12-15-70

RECEIVED
DEC 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 4 1970
FOR FILING

RECEIVED
DEC 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-6(10)
7532

STATE COPY

APPROVED EFFECTIVE DATE 12-10-7
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 12-1-70
FEDERAL HIGHWAY ADMINISTRATION

G1-B

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No.

Project Name N. Portland Blvd. - Capitol Hwy Section Date November 12, 1970

Highway Pacific and Stadium Freeway Contract No. F. A. Project No. I-5-6(10)296

County Multnomah Prefix 626-1035 Account No. ~~279-01~~ 285-01

Description of Work To Be Done: Groove P.C.C. Pavement by specialist.
Traffic Control and Signing to be done by State forces.

Location by Station Numbers:

200+60 to 244+28

Estimate of Quantities and Costs:

Estimated Cost . . . $29,600.00

NOTED
TOM EDWARDS

Explanation: Grooving to be done by specialist. Signing to be done by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$	
Present estimate of project cost, including $29,600.00 for work under this order	$	
Expected under-run / over-run (amount)	$	
Expected under-run / over-run (per cent)		

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: State Highway Engineer

12-3-70

TRANSACTION NUMBER 12-12

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-1-70

BY (Signature): MR. YOUNG'S NOVEMBER 20, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1*: ITEM NOS. ______ THRU ______

STAGE II: ITEM NOS. 633 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
633	I-405-8(27)301	0.0	50,000	46,130	LOCATION: S.W. 6TH AVE. TO MARQUAM BRIDGE (PORTLAND) WORK: INSTALLATION OF GUARDRAIL AND IMPACT ATTENUATORS.

12-1-70

Young
12-8-70

REMARKS (Division)

NOTED
TOM EDWARDS

RECEIVED
DEC
OFFICE OF
STATE HIGHWAY ENGINEER

DEC 8 - 1970

DATE	RECOMMENDED SIGNATURE AND TITLE	DATE 12-1-70	APPROVED SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
NOV

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-5-6([illegible])
7525

DATE: November 20, 1970

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(64)295
Harbor Drive - Washington County Line Section
Multnomah Blvd. Onramp

Mr. Klaboe's November 9 and 19 letters request approval for extending the Multnomah Blvd. northbound onramp acceleration lane as part of the safety project.

The existing acceleration area is seriously deficient for the traffic conditions and general accident experience supports the need for improvement. The plan submitted with Mr. Klaboe's November 19 letter is approved for FAI funds participation as a minor safety improvement.

11-24-70

REFERRED TO
Hall
BY ASST. STATE HWY. ENGR

Klaboe

RECEIVED
NOV 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 19 1970

November 19, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97301

Dear Mr. Simpson:

Re: Multnomah Boulevard On-Ramp, Harbor Drive-Washington County Line, Pacific Highway
Multnomah County

Attached are two prints showing a revision to the proposed acceleration lane extension of the Multnomah Boulevard on-ramp on Interstate 5. This differs from our previous submission of November 9.

On further study, we determined we could obtain the same length of acceleration lane and cut down the length of the widening by removing some of the island at the entrance gore. This new plan is estimated to cost only $45,000.

Your approval of this plan, to be included with our future safety project, is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Att.

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
R. L. Schroeder

DNS:jp srb

RECEIVED
NOV 18 1970

November 9, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Multnomah Boulevard On-ramp
Harbor Drive-Washington
County Line Section
Pacific Highway
Multnomah County

Dear Sir:

Enclosed are three prints each of a traffic accident diagram and sketch of a proposed acceleration extension covering the Multnomah Boulevard on-ramp to Interstate 5. In the immediate area of the ramp on the northbound lanes, we have had 34 accidents from January, 1967 to May, 1970.

In studying the accident diagram, it appears fairly obvious that many of these mishaps are occurring because the acceleration lane is short and traffic is merging too quickly. We propose to accomplish an extension of this acceleration lane by constructing a bin type retaining wall at the top of the present fill. This work has been estimated to cost about $80,000.

We are going to have a safety project on this section of highway in the near future and we would like your approval to include this acceleration lane extension with it.

Your early action on this matter will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
Frank Hall
R. L. Schroeder

DNS:jp ja

Enc.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 2, 1970

In reply refer to: 08-35-DA ?

dme

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe –
[illegible]

SUBJECT: Oregon I-5-6(64)295
Portland Area Safety Projects
Concrete Median Barrier

Mr. Klaboe's July 14 letter requested among other safety improvements a change from W-beam median barrier to concrete median barrier on existing sections of Interstate in Portland. In accordance with our discussions with Mr. Hall, a new, more complete submission requesting the change in median barrier will be made. Accordingly, no further action on the July 14 request will be taken.

Hall ~~11-9-70~~

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
NOV 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 15 1970
FOR FILING

July 14, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Portland Area Experimental
Safety and Safety Projects
I-5 and I-405 Highways

Dear Sir:

We hereby request your concurrence that the "Experimental Safety and Safety Work", the descriptions and locations for which are set forth hereinafter, on the Interstate System within or near the City of Portland is eligible for Federal-Aid funding.

We further request your concurrence that design approval was given for this proposed type of work upon the Bureau of Public Roads' acceptance of the standards recommended in AASHO's "yellow book", Highway Design and Operational Practices Relating to Safety, and since a public hearing is not required for these proposed projects under the provisions of paragraph 6a of PPM 20-8 that no further action is required for the proposed work under PPM 20-8.

We also request your concurrence that the proposed work, since it is stage construction required to bring the sections of the Interstate Highways involved up to present safety standards, and the work lies entirely within existing right of way acquired prior to September 30, 1969, is exempt from State and Regional Clearinghouse review under paragraph 2b of IM 50-1-70.

The descriptions and locations of the proposed work is as follows:

Item 1. Replacement of existing metal beam rail median barrier with "GM" concrete median barrier. The approximate limits of the locations are shown on an enclosed small scale map, marked Exhibit "A", and described in more detail in the following list:

	Route	Termini
(1A)	I-5	North end of the Columbia Slough Bridge (MP 14.97) southerly to the end of the concrete pavement northerly of the Tigard Interchange (MP 7.36).
(1B)	I-405	I-5 Interchange (MP 0.0) northwesterly to the Sunset Highway Interchange (MP 2.59).

The existing metal beam rail median barrier installations vary in design (i.e. blocking between rail and post, and post spacings) depending on the year the individual sections were constructed. Rather than update the present median barrier to today's standards we proposed the use of concrete median barrier at the above-listed locations because of the limited lateral space. Since the lateral space is limited the concrete barrier does not damage the vehicle too greatly because of the very slight angle at which it may be struck.

A change in the type of median barrier will not reduce the number of accidents involving the barrier but will lessen accident severity and possibility of fatality which would be caused by the potential hazards inherent in the existing barrier type (i.e. pocketing of the vehicle and excessive yielding of the barrier).

Item 2. Installation of "GM" concrete barrier rail behind existing or proposed impact attenuators in gore areas. The locations are shown on enclosed small scale maps, marked Exhibit B-2, B-3 and B-4, and described in more detail in the following list:

	Route	Termini
(2A)	I-5	Northbound lane of I-5 and the "SE" line ramp to Columbia River Highway eastbound. [The "GM" barrier rail replaces the metal beam guardrail constructed during the installation of the impact attenuator under Project I-5-6(67)296 Safety.]
(2B)	I-5	Southbound lane of I-5 and the ramp to S.W. Capitol Highway and Taylors Ferry Road. [The "GM" barrier rail will be installed behind the impact attenuator installed under Project I-5-6(67)296 Safety.]

(2C) I-405 The southbound lane I-405 and the ramp to the Marquam Bridge (I-5 northbound).

Because of the location of hazards (i.e. bridge columns, sign columns, structure rails or walls) in the gore areas at the impact attenuator locations it is desirable not to have deflection, common to the metal beam guardrail, in the short runs of required guardrail. The "GM" type of guardrail is of the nature that it lessens accident severity and possibility of fatality which might be caused by the potential hazards inherent in metal beam guardrail (i.e. pocketing of the vehicle and excessive yielding of the guardrail).

Item 3. Installation of impact attenuators, under the provisions of PPM 20-6.3 as a "Category 2 Experimental Safety Highway Construction Project", at gores on structures and at ramp gores with large sign bridge columns in the gore areas. The locations are shown on enclosed small scale maps, marked Exhibit B-1, B-2, B-3, and B-4, and described in more detail in the following list:

	Route	Location
(3A)	I-5	Northbound off-ramp (Swift Highway and Marine Drive).
(3B)	I-5	Southbound off-ramp (Interstate Ave. and Delta Park).
(3C)	I-5	Northbound lane of I-5 and the ramp to the Broadway Bridge.
(3D)	I-5	On-ramp (Columbia River Highway to I-5 northbound or Coliseum). This gore area is on a structure.
(3E)	I-5	On-ramp (Columbia River Highway to I-5 northbound or Union Ave.). This gore area is on a structure.
(3F)	I-5	Southbound lane of I-5 and the ramp to the Morrison Bridge. This gore area is on a structure.

(3G)	I-5	Ramp (Columbia River Highway to I-5 southbound or Morrison Bridge).
(3H)	I-5	Southbound lane of I-5 (lower deck of the Marquam Bridge) and ramp to I-405.
(3I)	I-5	Northbound lane of I-5 and ramp to Macadam Ave.
(3J)	I-5	Northbound lane of I-5 and ramp to Corbett Ave.
(3K)	I-5	Ramp (to I-5 northbound or Terwilliger Blvd.).
(3L)	I-5	Southbound lane of I-5 and the ramp to Multnomah Blvd.
(3M)	I-405	Southbound lane of I-405 and the ramp to (Marquam Bridge) I-5 northbound.
(3N)	I-405	Northbound lane of I-405 and the ramp to 6th Ave.

The proposed impact attenuators are expected to reduce the potential of possible fatalities and injuries at the above gore locations.

Item 4. Replace existing concrete gore islands (type "C") with concrete mountable gore islands. The locations are shown on enclosed small scale maps, marked Exhibit D-1, D-2, D-3, and D-4, and described in more detail in the following list:

	Route	Location
(4A)	I-5	Northbound lane of I-5 and the ramp to N. Portland Blvd.
(4B)	I-5	Southbound lane of I-5 and the ramp to Broadway Bridge.
(4C)	I-5	Northbound lane of I-5 and the ramp to I-405 northbound.
(4D)	I-5	Southbound lane of I-5 and the ramp to Terwilliger Blvd.

(4E) I-405 Northbound lane of I-405 and ramp to Harbor Drive.

(4F) I-405 Northbound lane of I-405 and ramp to 4th Ave.

(4G) I-405 Southbound lane of I-405 and ramp to 6th Ave.

These gore areas do not contain bridge columns or sign bridge columns, but the gore islands show physical damage which indicates that vehicles have been striking them. The proposed mountable islands will reduce the potential hazard which could result in possible fatalities and injuries as well as property damage at the above gore locations by allowing vehicles to recover after hitting an island rather than sustaining damage which would immobilize the vehicle thereby causing an additional hazard.

Enclosed are collision diagrams for the gore areas, listed under Items 2, 3, and 4, that had reported accidents through the period 1966 to 1969 inclusive, and accident tabulations on the median barriers listed under Item 1. The collision diagrams are identified with the same number as used to identify the locations on the enclosed small scale maps.

Enclosed is a cost estimate of the proposed safety work broken down by items and locations as listed in the body of this letter.

We trust this information is sufficient to allow your concurrence that the proposed work is eligible for FAI funding and that the requirements of PPM 20-6 and IM 50-1-70 have been fulfilled.

Very truly yours,

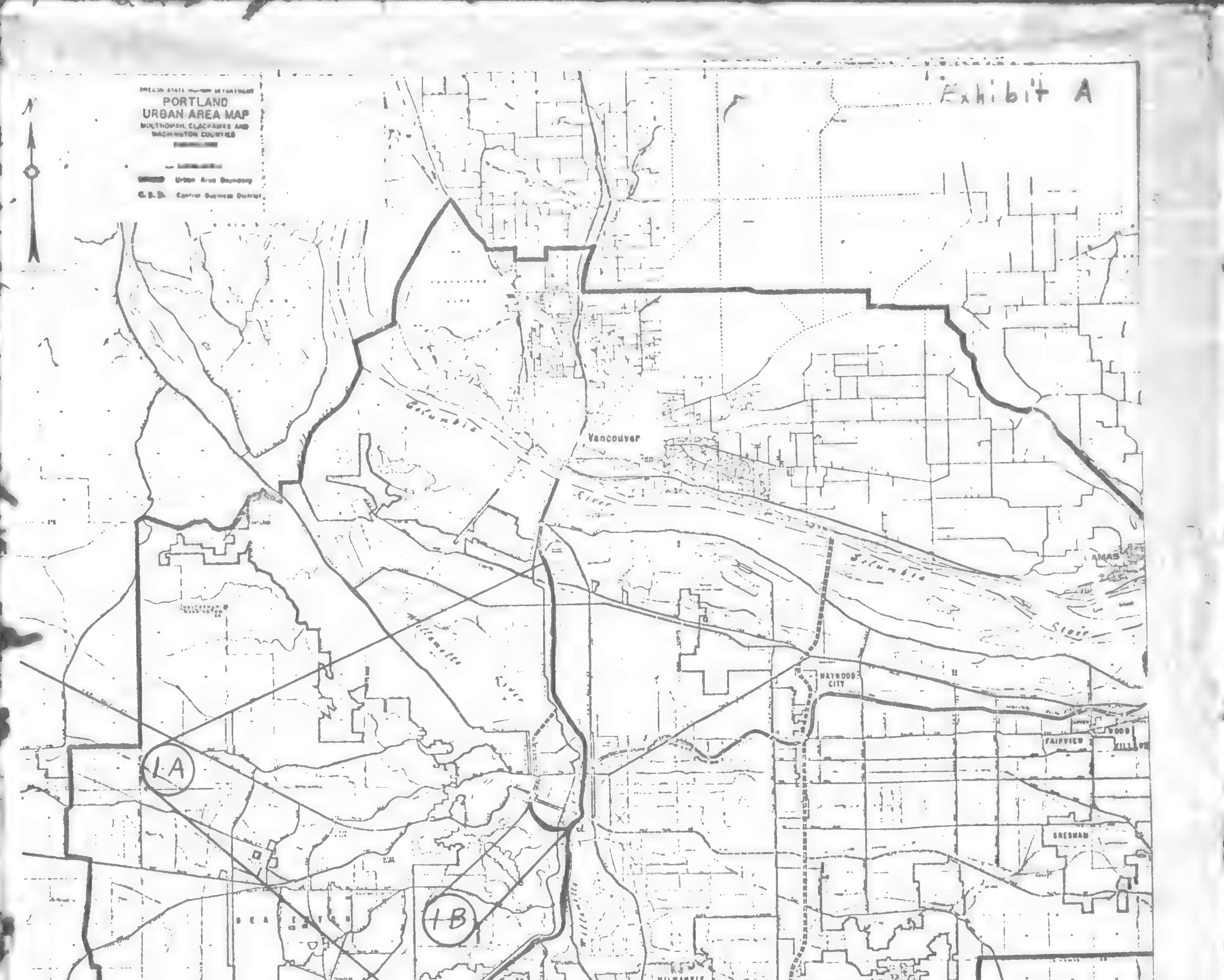
R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

JG:bb
Enclosures
cc: R. L. Porter
Tom Edwards
L. H. Young
D. J. Barbee
H. S. Cox
R. N. Chase
B. L. Gifford

Exhibit A


OREGON STATE HIGHWAY DEPARTMENT
PORTLAND
URBAN AREA MAP
MULTNOMAH, CLACKAMAS AND
WASHINGTON COUNTIES
Urban Area Boundary
C.B.D. Central Business District
Vancouver
Columbia River
Columbia River
Willamette River
CAMAS
MAYWOOD CITY
FAIRVIEW
WOOD VILLAGE
GRESHAM
1A
1B
BEAVERTON
MILWAUKIE
HAPPY VALLEY
TIGARD
OSWEGO
LAKE
KING CITY
DURHAM
LAKE OSWEGO
TUALATIN
GLADSTONE
WEST LINN
WEST LINN
OREGON CITY

COST ESTIMATE

PORTLAND AREA SAFETY PROJECTS

I-5 AND I-405 HIGHWAYS

Item 1. "GM" Concrete Median Barrier

Item	Quant.	Price	Cost
(A) Remove Metal Beam Rail Median Barrier and Construct "GM" Conc. Median Barrier			$1,100,000
(B) Remove Metal Beam Rail Median Barrier and Construct "GM" Conc. Median Barrier			460,000
		Total	$1,560,000
Item 2. "GM" Concrete Barrier Rail			
(2A) Salvage & Reinstall Guardrail	320 ft.		$ 1,250
Install "GM" Conc. Barrier Rail	320 ft.		6,250
			$ 7,500
(2B) Install "GM" Conc. Barrier Rail	650 ft.		15,000
(2C) Install "GM" Conc. Barrier Rail	300 ft.		5,000
		Total	$ 27,500
Item 3. Impact Attenuators			
Impact Attenuators (Hydrocushions)	14 units	$12,500	$ 175,000
Item 4. Concrete Mountable Gore Islands			
Concrete Mountable Islands	7 only	2,500	17,500

NOV 27 1970

6(70) 176

7529

November 20, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one Interstate project, Item No. 633, S.W. 6th Ave. to Marquam Bridge, which we desire to have included in the Federal Aid Interstate Highway Program.

The impact attenuators being installed are a category 2 experimental project and the remaining construction items qualify as safety improvements under PPM 21-16.

This project is on our schedule of contract lettings for the January 28, 1971 bid opening and will be contracted in conjunction with the N. Portland Blvd.-Capitol Highway Section, Item No. 632.

The public hearings are exempt under par. 6e of PPM 20-8 and design approval was given in FHWA memorandum of August 11, 1970. State and district clearinghouse review are exempt under paragraph 2(b) of IM 50-1-70 per FHWA memorandum of August 11, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

Enclosures

DAR:la

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROG
(PPM 21-1)

November 20, 1970

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-405 S.W. 6th Ave. to Marquam Br. (Portland) 21 65	**ADT**	PRESENT 36,000	FUTURE 90,000 (66) (70)	YEAR 90 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Guardrail, Impact Attenuators 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Multnom	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. I	FEDERAL - AID I-405

ESTIMATED PROJECT COST

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-405 S.W. 6th Ave. to Marquam Bridge in Portland			
5					**ROW**					
5					**CONST** (CODE) Experimental Y101 Safety			0.00	50,000	46,130

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.00	50,000 (16) (23)	46,130 (24) (33)
1	14	PROGRAM APPROVAL DATES				

Additio

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

November 20, 1970

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	36,000	90,000	90	08	Oregon	35	042	633

TE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
						I-	405-8	(27)	301

COUNTY NAME	Multnomah		CODE	051
ROUTE NO. I	FEDERAL-AID I-405	STATE 61	U.S. I-405	

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
e.					
	0.00	50,000	46,130	3,870	
OJECT OTALS	0.00	50,000	46,130	3,870	

CHARACTER OF PROPOSED WORK
(Full description)

Grading for the installation of guardrail and impact attenuators and signing with sign illumination.

ROW - 250' normal; Access Control - full; Parking Restrictions - complete.

REMARKS

Additional Data: Item 276, Project No. I-405-8(5)301

USCOMM DUSCOMM-DC 48905-P61

Remarks - Continued

The proposed project consists of grading, guardrail at two gore areas, impact attenuators, replace type C curb-islands with mountable curbs and revise signing, including sign illumination.

The impact attenuators are considered experimental safety work and the remaining items qualify as a safety improvement project. The above mentioned work was approved in the FHWA memorandum of Aug. 11, 1970.

The gore areas for impact attenuator installation were selected on the basis of accident statistics and potential hazards. The following tabulation gives the location, number of reported accidents, fatalities and estimated cost of installation for each gore area:

Location	No. of Reported Accidents	No. of Fatalities
Southbound lane of I-405 and the ramp to Marquam Bridge I-5 northbound (3M)	0	0
Northbound lane of I-405 and the ramp to 6th Avenue (3N)	1	1

Estimated cost - 2 impact attenuators @ $12,500 = $25,000

The gore areas with type "C" islands that are to be revised with the installation of concrete mountable gore islands are listed as follows:

Location	No. of Reported Accidents	No. of Fatalities
Northbound lane of I-405 and ramp to 4th Ave. (4F)	0	0
Southbound lane of I-405 and ramp to 6th Ave. (4G)	0	0

Estimated cost - 2 mountable islands @ $2,500 = $5,000

Public Hearings: Exempt under paragraph 6c of PPM 20-8.

Design Approval: Received per FHWA memorandum of August 11, 1970.

State and District Clearinghouse Reviews: Exempt under paragraph 2(b) of IM 50-1-70 per FHWA memorandum of August 11, 1970.

RECEIVED

[illegible](12-67)
UNITED STATES GOVERNMENT

FOR FILE

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 18, 1970

In reply refer to: 08-35-DA-6

I-5-6(70)296
75[illegible]

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

for

SUBJECT: Oregon Projects I-5-6(70)296 and I-405-8(27)301
North Portland Blvd. - Capitol Highway Section
Pacific and Stadium Highways
Traffic Attenuators (Safety Project)

The detail drawings for the impact attentuators proposed for the subject project, drawings 26865 through 26870, have been reviewed and found acceptable for incorporation into the final construction plans.

Enclosures

11-24-70
REFERRED TO
Young
BY ASST. STATE HWY. ENGR

11-23
orig to Marchant w/encl
cy Klabach
F. Hall
Johnson

RECEIVED
NOV [illegible]
[illegible]
STATE [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

TRANSACTION NUMBER 11-41

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

RM PR-48
V. 7-67)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 11-10-70

BY (Signature): Mr. Young's November 9, 1970 letter

TITLE: Program & Planning Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1*: ITEM NOS. ____ THRU ____

STAGE 2: ITEM NOS. 632 THRU ____

11-10-70

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
632	I-5-6(70)296	0.0	600,000	553,500	North Portland Blvd. – Capitol Highway Section	Guardrail, median barrier, impact attenuators, pavement grooving and minor safety improvement.

REMARKS (Division)

REC[illegible] NOV 18 1970
FOR

I-5-6([illegible]) 2[illegible]

[illegible]

NOTED
TOM EDWARDS 11-17-70
Young

RECEIVED
NOV 1[illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. [illegible]

RECOMMENDED

DATE

SIGNATURE AND TITLE

APPROVED

DATE: 11-10-70

SIGNATURE AND TITLE: R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

FORM PR-1240
(REV. 8-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-10-70

FEDERAL AID PROJECT NO. 1-5-6(70)296

STATE PROJECT NO. NORTH PORTLAND BLVD. - CAPITOL HIGHWAY SECTION

COUNTY NAME MULTNOMAH

PROGRAM STAGE (Check) ☐ 1 ☒ 2

PROGRAM NO.

ITEM NO. 1-632

RECEIVED
NOV 18 1970

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:
I-5-4([illegible])2
[illegible] 1527

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	NOVEMBER 10, 1970	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER STATE ROUTE #1 AND 1X

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE NONOSKID PAVEMENT GROOVING PORTION OF THE SUBJECT PROJECT BY FORCE ACCOUNT METHOD WITH STATE FORCES ESTIMATED AT $30,000.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

PLANS, SPECIFICATIONS AND ESTIMATE FOR THE NON-SKID PAVEMENT GROOVING WORK ON THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

MR. YOUNG'S NOVEMBER 9, 1970 REQUEST AND SUPPORTING STATEMENTS FOR PROCEEDING UNDER FORCE ACCOUNT METHODS ARE ACCEPTED.

IN OUR MEMORANDUM OF NOVEMBER 10, 1970 WE INDICATED FINDING IT TO BE IN THE PUBLIC INTEREST TO PERFORM THIS WORK BY FORCE ACCOUNT METHOD.

Young
11-17-70

RECEIVED
NOV [illegible]

DATE 11-10-70

SIGNATURE OF APPROVING OFFICIAL

TITLE DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

I 5

FORM E-30 (REV 10-59)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
November 10, 1970

SUBJECT: N. Portland Boulevard
Spring-Garden Road Section
Safety Project

To: Frank Hall
Design Engineer
State Highway Building
Salem

1 Hall
A. Olson
Wills
Hackleman
Carstensen
Keyes
2 Terpin T
[illegible]

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NOV 12 1970
DESIGN SECTION

Scott
Copy Swenson
R. Olsen
Trout
Do Not File ☐
Keep ☐
Return To
Other

A meeting was held in the Metropolitan Section office on November 6, to discuss temporary signing for the subject project. Duane Christenson and Bill Beard attended the meeting from the Salem Bridge office and Bob Schroeder, Hal Versteeg, Ed Hardt, Dennis Peterson and Harry Oswald represented the Metro office. During the course of the meeting, which lasted from 10 AM until 3:30 PM, a number of points were discussed which were not resolved. Listed below are some of the more pertinentt subjects discussed.

1. The specifications for the project should require that at least the present level of roadway lighting be maintained during construction. This would require that the existing luminaires be kept in operation, some possibly on a temporary basis until the new lighting is operational. In this regard it should be brought out in the specifications that the existing lighting system is fed through conductors located in the berm area. Any guardrail or shoulder barrier work will very likely disrupt these conductors, thus requiring either permanent or temporary repair.

2. A question arose on the recently completed attenuator project in Portland regarding the Contractor's liability of the work which is exposed to traffic as soon as it is completed. It was reported to us by Coral Corporation, the Contractor, that in other safety projects this question was mentioned in the Special Provisions. In order to keep the insurance risk to a minimum, there would seem to be merit in accepting each unit of work as it is completed. A unit would be defined as each attenuator, each sign structure, each shoulder barrier, the median barrier complete, etc.

4. Considerable time was spent discussing the construction of the concrete median barrier. It is Metro's recommendation that both median lanes be closed for this construction and that this closure be limited to the hours of 9 PM to 6 AM on Sunday night through Thursday night. In addition, due to the heavy evening traffic during Rose Festival week, it is felt that no median work should be allowed during that week.

   In order to cause as little traffic interference as possible, it is Metro's recommendation that the median drainage be installed as close to the present median barrier as possible. See the attached sketch for details. If this plan is followed, it would also be recommended that the pipe trench be backfilled with lean concrete in order to avoid the possibility of settlement of the concrete barrier and to speed up the pipe backfill operation. Also in order to speed up the entire median construction, consideration should be given to leaving the existing guardrail posts in place. This would give an additional benefit of providing resistence to sliding for the concrete barrier. This idea is based on the premise that the guardrail posts will have no salvage value.

   The thought was raised regarding median construction as to whether the Contractor should be required to have two complete sets of median forms and to work the median from both directions. This would have the advantage of cutting the time required for the median work in half but since it would require the Contractor to have two separate crews and twice as many forms, the cost of work would be increased. On the last section of Stadium Freeway where concrete median barrier was added, the Contractor purchased approximately 750 feet of forms and it was reported that these cost about $30,000. Incidentally, his average daily production of one side of this median was 500 feet.

   The temporary signing for the median work was discussed and the conclusion was that the median lanes should be closed at both ends of the project with a top quality signing installation. This signing would not be moved as the median work progressed but instead the lane closure would be extended by the use of traffic cones.

5. In addition to the working hours mentioned above for the median work, the working hours for construction alongside the freeway was also considered. It was felt that there should be no work allowed in the shoulder area from the hours from 7 to 9 AM and from 3:30 to 6 PM and further that there should be no work involving heavy equipment which is visable from the roadway during these hours.

5. (continued)

Sign bridge erection, which will require that the freeway be closed, should be limited to any half hour period between the hours of 3 and 4 AM. Incidentally, the erection of each sign bridge will require it's own separate freeway closure and the sign and traffic protection for these closures should be covered in the Special Provisions.

6. It was mentioned that efforts were being made in Salem to change the regulatory speed limit for the project to 40 MPH. It is Metro's recommendation that this would be an impractical method of controlling traffic speed since during the non-work hours and days the limit would be not appropriate and traffic would tend to ignore same. It is felt that a better approach would be variable construction speed signing which has been used on several Metro projects with the understanding that the construction speed signs only be exposed when necessary.

7. The question was raised regarding the effect on the ramp traffic of the work to be done on the Terwilliger and Multnomah Boulevard on-ramps. It is our understanding that a bin-type retaining wall is being considered for the latter. Not knowing the details of construction, we are not able to analyze how this construction will effect traffic but this should be investigated.

8. In the areas where mountable gores are to be constructed, the plans and/or specifications should mention that it will be the Contractor's responsibility to cut and cap the existing irrigation system as required in order to maintain this irrigation system.

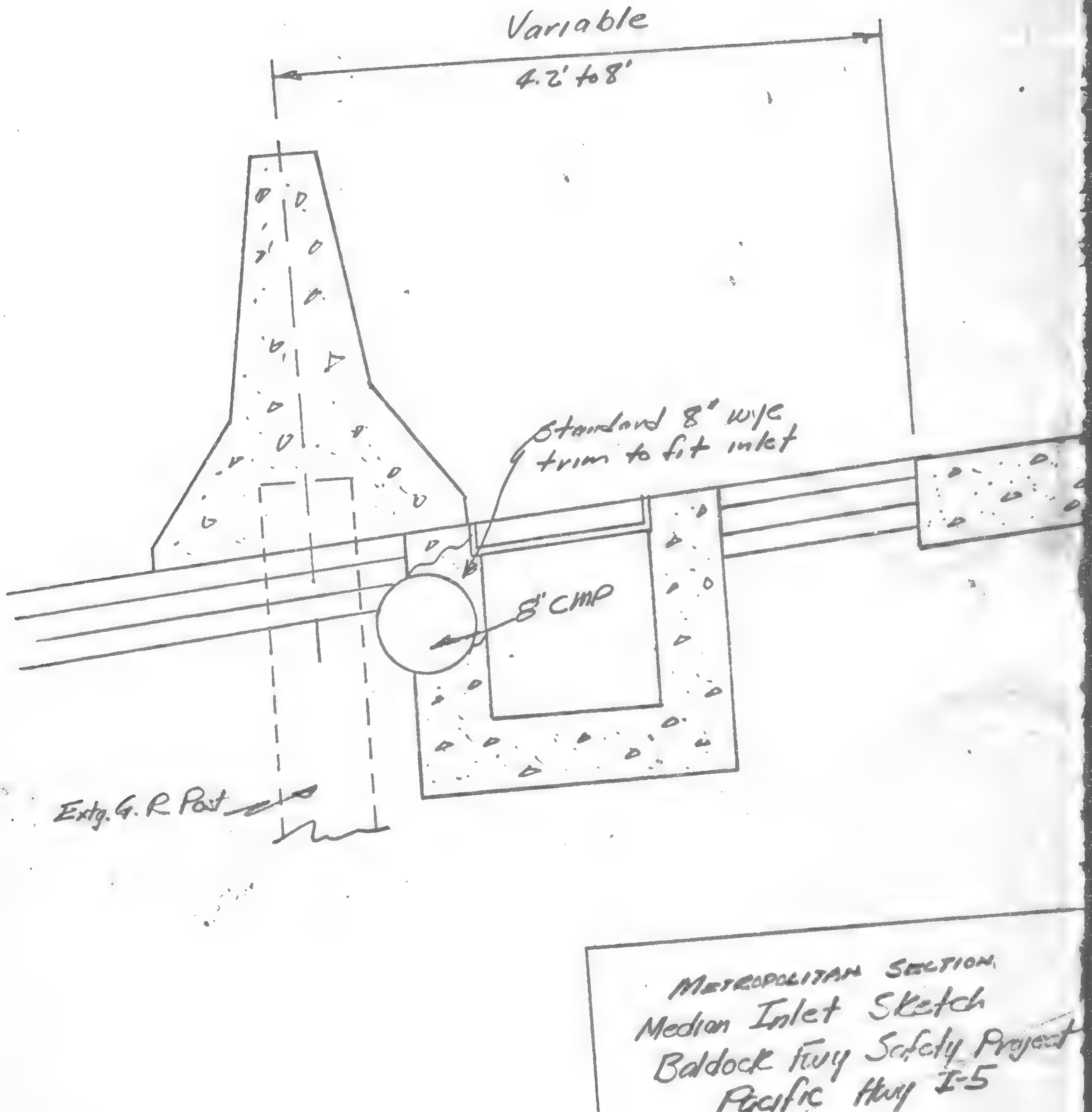
The above is only a partial list of items connected with this project which Metro is concerned about. It is recommended that as soon as the plans are in their final stages and before the specifications are completed, that a meeting be arranged between the Metro personnel and the interested personnel from the Salem office to the end that these questions and others can be resolved. This meeting could be at any time and at any location which you desire.

Robert L. Schroeder
Metropolitan Engineer

By:

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb
Enc
cc: Ivan D. Merchant
F. B. Crandall
Harry Oswald
F. D. Morgan



METROPOLITAN SECTION
Median Inlet Sketch
Baldock Fwy Safety Project
Pacific Hwy I-5
ELM 1"=1'-0" 11-10-7

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

NOV [illegible]

[illegible] (72) [illegible]

DATE: November 10, 1970

In reply refer to: 08-35-EC

: Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

[illegible]

OM For R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

JECT: Oregon Project I-5-6(70)296
North Portland Boulevard - Capitol Highway Section
Approval of Nonskid Pavement Grooving by Force Account Methods

Reference is made to Mr. Young's November 9 letter transmitting program data for the subject project.

The use of State forces for nonskid pavement grooving on the subject project by force account methods is approved as being in the public interest under the provisions of PPM 21-6.2 for the following reasons:

1. Due to the large number of accidents that have occurred in these areas and to the spectacular results that California has obtained through pavement grooving, there is some urgency in getting this work underway before the full winter season. The water used in this process makes it impractical to attempt this work during freezing weather.

2. The equipment and skilled manpower necessary for this grooving operation is immediately available because it is currently being used on another State highway in the vicinity.

This work is being approved as a minor safety improvement eligible under the criteria recommended in the AASHO Highway Design and Operational Practices Related to Highway Safety (Yellow Book).

The pavement grooving is to be performed in conformity with the Specifications for Pavement Grooving, November 1970, furnished with Mr. Young's November 9 letter and in the locations shown on plan sheets 7, 8, and 9 for the subject project.

Federal participation will be based on the proposed unit price of $0.80 per square yard for the grooving plus the protection and direction of traffic, management and supervisory control and signing as provided by State Highway Division personnel on an actual cost basis. The estimated total cost of the work is $30,000 with Federal participation of $27,675.

REFERRED TO
Young
By State Hwy Engr
11-17-70

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

RECEIVED
NOV 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

APR 15 1971

FOR FILE

I-5-1(70)[illegible]
7529

APR 14 1971

TRA F C [illegible]

Salem, Oregon
November 4, 1970

Mr. A. E. Johnson
Assistant State Highway Engineer

BUILDING

Speed Signs
Brier Place to Marquam
Bridge
Assignment 750-ESH

This section of highway was once posted for speeds of 70 MPH for cars and 60 MPH for trucks, as per Commission Resolution.

The signs were removed on February 13, 1970.

The accident rate is as follows:

		ADT	Acc.	Inj.	Killed	Acc. Rate
(70) Before	9-1-69 to 1-31-70 (152 days)	66,216	33	20	0	1.90
(50 SB 55 NB) After	2-14-70 to 6-3-70 (136 days)	68,910	31	14	0	1.91

Vehicular Speeds

	85% tile Speed	10-mile Pace Limits	% in Pace	Max. Speed	% Exceeding 70 MPH
Immed. before signs removed	64.25	54-64	60	78	5.0
Immed. after signs removed	61.0	50-60	61	76	0.5
8 months after signs removed	63.0	53-63	64	74	0.7

NOTED
L.E. GEORGE

NOTED
TOM EDWARDS

MAINTENANCE ENGINEER
RECEIVED
NOV 4 1970
☐ ME ☐ AME ☐ AME ☐ OE ☐ AG
☐ BS ☐ ABS ☐ AA ☐ FILE ☐ TA

The accident rate is comparable.

The speed of travel has risen again and approached the 85% tile before removal.

The % exceeding 70 MPH has remained relatively low.

The removal of the signs results in a conflict between posted speed and the speed zone resolution.

The prevailing speeds from the latest studies indicate the section should be posted 60 MPH.

Robert N. Bothman
Maintenance Engineer

By

Carl M. Williams
Maintenance Operations Engineer

CMW:ds

RECEIVED
OCT 29 1970

FOR FILING
I-5-6(77)
7537

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 27, 1970

SUBJECT: Brier Place
I-5

To: Memo To The Files

I received a call at 4:50 PM, October 26, 1970 from a Mr. Weeks. He stated that there had been 15 to 20 deaths on I-5 in the area of the Brier Place-Terwilliger Boulevard curves. He also stated that "it was due to poor engineering and incompetence of those who were responsible for the design.

Now we have the same problem at the west end of the eastbound tunnel. It appeared to him that the highway engineers hadn't learned a thing. He strongly recommended that those people who were responsible for these death traps be transferred or fired.

He was not interested in our safety projects on I-5 or the work on the eastbound tunnel approach. As he put it, this would not bring any of those 20 people who were killed in automobile accidents on I-5 back to life again.

Mr. Weeks declined to give any further information about himself.

NOTED
F. B. KLABOE

Robert L. Schroeder
Metropolitan Engineer

By:

J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

10-29-70
Crandall

JHV:pb

cc: A. E. Johnson
F. B. Klaboe
F. D. Morgan
Frank Hall
Ivan Merchant
L. W. Rulien

RECEIVED
OCT 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM E-30 (REV. 10-60)
OCT 22 1970
FOR FILING

I-5-66(70)-96
7539

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 20, 1970

SUBJECT: Safety Project
S.W. Sheridan - S.W. Spring
Garden Section
Pacific Highway (I-5)
Multnomah County

To: F. B. Klaboe
Asst. State Highway Engineer
BUILDING

The attached correspondence concerns a proposal by the Metropolitan Section for the installation of a neon "SLOW" sign facing northbound traffic in the vicinity of the northbound Terwilliger off-ramp. This same proposal was made some time ago by the Metropolitan Section and was denied at that time by Mr. Edwards.

Since this section is a completed alignment of the Interstate System, the neon sign would be non-standard according to the Interstate Sign Manual. We have used this type of signing successfully on sections under construction on the locations that were not up to current Interstate standards.

Because it would be a non-standard sign, and since the existing curve symbols with speed riders are performing efficiently for both directions of traffic, I would recommend against a neon sign installation. I would recommend that we install on the proposed sign bridge a pair of overhead curve symbols with speed riders to supplement those existing at the present time.

If you approve, I will arrange for the installation of the signs by the Bridge Division as a portion of the safety project.

L. E. George

L. E. George
Operations Engineer

LEG:mk

Attachments

copy to
L.E. George
10-21-70

10-21-70
Asst. State Hwy. Engr.

RECEIVED
OCT 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*82475-734

FORM 2-90 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 15, 1970
Salem, Oregon

OCT 15 1970
TRAFFIC ENGINEERING

SUBJECT:

S. W. Sheridan-S. W. Spring Garden Sec.
Pacific Highway (I-5)
Multnomah County

To:
F. B. Crandall
Traffic Engineer
Traffic Engineering Section
Building

As you are undoubtedly aware, engineering and plan preparations are being conducted for a safety project on the above named section and a few isolated locations. The project consists of replacing the median guard rail with "GM" rail, moving guard rail to curb line on the outside, protecting bridge columns and other obstructions with "GM" barrier, revision of sign supports to breakaway posts, sign bridge or butterfly replacements in order to clear gore points of obstructions and probable revision of luminaire pole bases.

One of the locations being revised is the Northbound Terwilliger Blvd. ramp split that currently has a butterfly sign structure in the gore. This will be replaced with a sign bridge spanning from the median to the outside of the ramp to accommodate the two existing signs. This location (Station 244+88 Lt.) is in the close proximity of the beginning of the sharp curves for Northbound traffic.

It is proposed to mount on this new sign bridge over the center lane of northbound traffic a neon "SLOW" sign with 36" high legend and on both sides of the neon sign one interior illuminated 48" x 60" new style curve speed sign with plexiglass face (similar to our current interior illuminated "ONE WAY" etc. sign).

We would appreciate your consideration and comments on this proposal relative to intended impact on slowing traffic moving into this hazardous area; or if you do not concur, what would be your recommendations.

Attached please find copies of two letters pertinent to this matter from Metropolitan Region.

Walter J. Hart
Walter J. Hart
Administration Bridge Engineer

NOTED
L.E. GEORGE

NOTED
L.E. GEORGE

WGB/ag
cc: A. E. Johnson
Attach.

NOTED
TRAFFIC CONTROL
ENGINEER

SP*32503-734

FORM E-80 (4-70)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213

October 16, 1970

SUBJECT: N. Portland Boulevard-
Spring Garden Road Section
Safety Project

To: Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem

Attached you will find a copy of a report dated October 14, by Dennis Peterson, Metropolitan Section Traffic Engineer, regarding the on-ramp signing for the Eastbank Freeway in the vicinity of the Coliseum. Also attached are two prints of signing plans which are part of Mr. Peterson's report.

This report deals with the fact that these on-ramps are actually lane drops off the freeway which creates considerable confusion with the high volumes of traffic in this area. In order to alleviate this confusion, Mr. Peterson is recommending that an additional sign mounted on a cantilever structure be added to the northbound Banfield ramp to the freeway.

It is this offices recommendation that this signing be added as part of the up coming safety project for this area. Mr. Valach and Mr. Bryant of the FHWA were contacted briefly regarding this proposal on October 15, and appeared to be in favor of it.

Robert L. Schroeder
Metropolitan Engineer

By:

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

Enc

cc: Frank Hall w/attach.
L. E. George "

1 Hall H
2 A. Olson A.O.
Wills
Hackleman
Carstensen
Keys
3 Terpin T.

RECEIVED
OCT 19 1970
DESIGN
SECTION

Scott
Swenson
R. Olsen
Trout
Do Not File ☐
Keep ☐
Return To
Other

RECEIVED
OCT 15 1970

FOR FILING
[illegible]
I-5-6(76) 276
.75.27

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 13, 1970

SUBJECT: S.W. Sheridan-Spring Garden
Road Section
Pacific Highway

To: Mr. A. E. Johnson
Assistant State Highway Engineer
State Highway Building
Salem

Returned herewith are one copy each of bridge drawing No. 26822, 26823and 26824 which show the lineal signing changes for the subject project. You transmitted these drawings on September 30, and requested a field review.

This review was made and a number of minor discrepancies were found. These have been taken up with Mr. Merchant's office and have been resolved.

We appreciate the opportunity to have reviewed these plans.

Robert L. Schroeder
Metropolitan Engineer

By:

Edward L. Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

NOTED
A. E. JOHNSON

ELH:pb

Enc

cc: Ivan D. Merchant

RECEIVED
OCT 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BP*52475-734

RECEIVED
OCT 8 - 1970
ING

I-5-6(10)376

7527

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 7, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

Attention Mr. W. N. Bryant

Dear Mr. Simpson:

S.W. Sheridan St.-S.W. Spring Garden St. Sec.
Pacific Highway
Multnomah County — Illumination

As requested in a recent telephone conversation, we are furnishing you with two xerox copies of vehicle accidents.

One sheet covers accidents involving luminaire poles during the years 1967, 1968, and 1969 on the section from approximately M.P. 2.23 to M.P. 4.12. The other sheet covers all accidents during 1967, 1968, and 1969 for the same section.

We have tabulated separately accidents involving luminaire poles and all accidents on the section from M.P. 2.23 to M.P. 4.12. This is the section referred to in our letter of September 25, 1970, as falling between the West Marquam Interchange area and the two 55 mile per hour curves. This is additional information to warrant the upgrading of this lighting to that indicated on our preliminary submission of September 25, 1970.

Very truly yours,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

RECEIVED
OCT 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DOC:dh
Attachment

cc A. E. Johnson ✓
L. E. George

NOTED
A. E. JOHNSON

Salem, Oregon
October 7, 1970

No. Portland Blvd.-Capitol Hwy. Sec.
Pacific & Stadium Freeway Highways
Multnomah County

Mr. Robert L. Schroeder
Metropolitan Engineer

Attention: Mr. J. M. Versteeg

Enclosed is a copy of the July 14, 1970, letter from Mr. F. B. Klaboe to Mr. R. E. Simpson in which permission is requested to do certain safety work in the Portland area. Approval was granted to do portions of the requested work.

Improvement of certain gore areas, listed in Item 4, was among the approved items.

Yesterday I discussed with Mr. Limbocker our need for field information at the locations listed in Item 4. We can specify on the plans to remove the existing island and construct a mountable concrete island, but we have no information relative to drainage or other special details which may need to be done.

Would you please make whatever inspection is necessary to determine what, if any, special work is needed at those locations?

FRANK L. HALL
Design Engineer

By ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

FRANK E. TERPIN
Final Design Engineer

FET:jg
Enclosure
cc: George C. Wills

Hall
A. Olson
Wills
Hackleman
Carl[illegible]nson
[illegible]
Terpin
[illegible]

RECEIVED
OCT 7 1970
DESIGN SECTION

Engr.
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Signing

Location:

Highway: **Pacific**

Section: **S. W. Sheridan St.-S. W. Spring Garden St.**

County: **Multnomah**

Approved:

Date:

Amount:

Estimated Contract Amount	$ 122,800.00
Anticipated Additional Items	
Estimated State Force Amount	
Engineering and Contingencies	$ 15,300.00
TOTAL	$ 138,100.00

NOTED
IVAN D. MERCHANT

A. E. Johnson

SEP 28 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I 5-6(70)
7529

September 25, 1970

Mr. R. E. Simpson
Division Engineer
U. S. Department of Transportation
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

Dear Mr. Simpson:

S. W. Sheridan St.-S. W. Spring Garden St. Sec.
Pacific Highway
Multnomah County
Illumination
Bridge No. 10227A

Attached are two prints each of preliminary sheets 1 through 7 for the lineal lighting of the above subject project. Also attached are one print each of photometric data sheets for GE 35-174846-00-02, GE 35-174662-00-02, GE 35-174488-00-04 and GE 35-175136-00.

The present illumination in this section is 0.45 to 0.5 footcandles maintained, at a 9:1 uniformity ratio and is provided for by 400 watt mercury vapor luminaires mounted on fixed base 30' steel poles. There are 165 poles existing at the present that are effected.

It is proposed to upgrade the lighting of this section along with revising details to meet current safety standards. The proposed illumination is designed to provide for an average maintained footcandle value of 1.0 and an average to minimum uniformity ratio of 2:1 to 4:1 with the use of 400 watt high pressure sodium luminaires on the main line and 250 watt high pressure sodium luminaires on the ramps. The luminaires will be mounted at 50 feet on steel poles.

NOTED
A. E. JOHNSON

The upgrading of the lighting on this section of freeway to 1.0 average maintained footcandles is necessary due to the following conditions:

1) The 1970 ADT is 67,000 and the projected 1990 ADT is 89,000.

2) The accident rate on this section of freeway is one of the highest in the State.

3) In the vicinity of the West Marquam Interchange and running out to about Station 155+00 there are numerous exit and entrance ramps, which necessitates weaving of the traffic. This weaving of exiting and entering traffic coupled with the uphill grade and curves going south and the presence of slow moving trucks, many of which are trucks passing trucks creates a hazardous condition warranting increased light levels.

4) Picking up again at Station 195+00 and running to the end of the project at S. W. Spring Garden Road there are two hazardous curves posted with a 55 mile per hour speed limit within a freeway section that is otherwise designated for 70 miles per hour. There are also exit and entrance ramps on this section which necessitate weaving and in some cases have inadequate storage areas. The lighting in this stretch is definitely in need of upgrading.

This leaves only approximately a 4,000 foot section between the two discussed above which should also be upgraded to the same light levels of the adjacent sections. There are slow moving trucks in the southbound uphill lanes which are hazardous. There are approximately 22 poles proposed for this section and a lower light level would eliminate only a very few poles. Also an attempt to utilize the existing and revise the wattage level would not help the uniformity, which at the present is not adequate.

In this project we will be removing 165 poles and luminaires and replacing with 139 poles and 145 luminaires. We are thus eliminating 26 poles yet vastly improving the light levels and uniformity.

The estimated cost of this project is $284,000, which includes engineering and contingencies. The proposed installation will also result in a $500 decrease in power cost under that presently paid by the City of Portland.

This project is scheduled for contracting as soon as plans can be completed. Please review and indicate your remarks and/or approval as soon as possible.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

RECEIVED
SEP 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DOC/ag
Attachments
cc: A. E. Johnson
L. H. Young
V. E. Skoog
L. E. George

Form FHWA-121 (12-67)

SEP 9 1970

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-5-6(70)

7537

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 18, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-6(64)295
Multnomah Blvd. to Sheridan Street

Please refer to your April 14 letter which proposed several major and minor safety projects on the subject section of I-5 in Portland and my August 11 letter concerning some of the proposed work. To fully respond to your April 14 letter it is my view that increasing the superelevation on the Multnomah Blvd. and Brier Place curves could not be expected to significantly reduce accident experience and the high costs and proposed 0.13 super are particular disadvantages. It is also my view that the major high cost revision to the southbound offramp near Terwilliger is not a supportable safety improvement nor adaptable to a future Johnson Creek Freeway Interchange. These two proposals are not approved.

In addition to the safety improvements set forth in my August 11 memorandum I urge your continued efforts in developing other traffic engineering type improvements for the operational deficiencies at the curves and the southbound offramp. Additional speed controls on the curves and improved illumination and signalization at the exit ramp should be considered.

done

copies to
Olsen
George
9-9-70

RECEIVED
AUG
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

(Pictures/see Bud)

U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

(Check accident last year)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

AUG 12 1970

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: August 11, 1970

In reply refer to: 08-35-DA

I-5-6(10)296

[illegible]

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

REFERRED TO
Young Baker Bernhardt
BY ASST. STATE HWY. ENGR.

8-14-70 Johnson
[illegible]
[illegible]

SUBJECT: Oregon Project I-5-7(-) and I-405-8(-)
Proposed Safety Projects

Please contact as soon as possible. F.K.

Your letters of April 14 and July 14 proposed several safety projects throughout the existing Interstate system in Portland including a variety of major corrective work and minor improvements. I am totally in agreement with the concept of establishing a high priority on safety improvements in the Portland area. Both the high traffic volumes and incidence of accidents support this emphasis.

To avoid any delay in quickly proceeding with needed safety work, I would approve the following work:

1. Replacement of the existing W-beam median barrier with concrete median barrier (with glare screen) between the Spring Garden St. structure and Sheridan Street.

2. Pavement grooving through the Brier Place and Terwilliger curves . (Refer IM 21-3-68)

3. Full safety upgrading of all roadside features including guardrail, signs and light standards in the Spring Garden St. to Sheridan St. section.

4. At the SB I-5 Capitol Highway exit, the addition of concrete barrier protection along the row of piers and adequate barrier protection along the left side of the ramp.

5. Extension of the NB Terwilliger acceleration lane to about Station 216 by removal of some curb and minor widening within existing right of way.

6. Correction of the gore areas listed in your July 14 letter. From a field review of these locations, an evaluation will be necessary to determine whether an impact attenuator or removal of the gore obstruction is the proper solution in several instances. The attached list of rough field notes are offered for your consideration in conducting the gore corrective work.

(more)

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Copies to Morgan Kuhn & Schroeder 8/18/70

The above described work is exempt from the public hearing provisions of PPM 20-8 and the clearinghouse review provisions of IM 50-1-70.

Enclosure

RECEIVED
AUG 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

/

Received 7/16/70

Refer Ore Hwy Div 7/14/70
letter re Safety & Safety Projects
on I-5 & I-405
Impact attenuators

Rte
(3A) I-5 — Eventual Treatment others have higher priority

(3B) I-5 — Consider sign bridge in lieu of butterfly

(3C) I-5 — Review total signing and considers eliminating pier in gore

(3D) I-5 — Needs impact attenuator

(3E) I-5 — Needs impact attenuator

(3F) I-5 — Needs attenuator

3(G) I-5 — " "

3(H) I-5 — " "

(3I) I-5 — Consider removal of sign support Move sign bridge south 300 ft and evaluate use of concrete median barrier for sign support instead of full span

(3J) I-5 — Same as (3I)

1

(3K) Rte I-5 — Examine potential for removing sign support thru use of side mount cantilevers

(3L) I-5 — Evaluate sign support removal

(3M) I-405 - High Priority need for impact attenuator, in-depth operational study of advance signing etc to evaluate if confusion can be reduced.

(3N) I-405 - Agree impact attenuator
~~[illegible]~~ -

Other - improvements in gore areas by curb revisions as in State's 7/14/70 letter desirable

RECEIVED
JUN 17 1970

FOR FILING

I-5-6(70)296
7527

June 16, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

3420

Dear Sir:

Re: Harbor Drive-Washington County Line
Pacific Highway, Multnomah County
Your Reference: 08-35-DA

As requested in your letter of May 27, enclosed are three copies of the accident diagram and tabulation sheet covering the Brier Place curves.

The map has correct alignment to the scale of 1" = 50' but the pavement edges have been expanded to twice normal width to permit platting of the accidents.

This graphically shows the trouble spots and should aid you in approving our previous request of April 14.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosures

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
D. J. Barbee
F. B. Crandall

DNS:jp srb

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Portland County Multnomah
Intersection of Pacific Hwy. and
Highway Number 1 (I-5) M.P. 3.66 to M.P. 4.60
Period Covered 1-1-67 to 12-31-69
Compiled by BC Drawn by Date 6-8-70

LEGEND

● Person Killed
←---- Pedestrian Killed
○ Person Injured
◁---- Pedestrian Injured
← Property Damage Only
Collision – Rear-end
Collision – Head-on
Collision – Sideswipe

Fatals:

Daylight, Surface wet, Sbd. car failed to negotiate curve, struck light pole 147' N. of Brier Pl. U-Xing. M.P. 3.82. 6-22-67-8:20 A.M. 1 Killed.

Daylight, surface dry, Speed, Sbd car failed to negotiate curve, ran off road. 90' N. of Brier Pl. U-Xing M.P. 3.85. 11-19-67- 1 Killed, 2 injured.

Dark, surface dry, Nbd car lost control on curve, struck curb, guard rail, pillars supporting U-Xing at Brier Pl. U-Xing. M.P. 3.87. 9-2-68-3:35 A.M. 3 Killed.

Dark, surface dry, Sbd car struck parked car, Crashed into steel support for Multnomah Blvd exit Sign. M.P. 10-28-68-6:40 A.M. 1 Killed.

Daylight, surface dry, Nbd. car bounced off Center guard rail into Sbd. lanes. M.P. 4.38. 10-21-69-12:50 P.M. 1 Killed.

April 1970 fatal at M.P. 4.34 not included.

◁---- Path of Pedestrian
← Path of Vehicle
←---- Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
▭ Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

Collision Type	1967				1968				8 Mos. 1969								Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle							2	2			1	1							3	3
Head-on																				
Rear-end		15	20	35	1	21	21	43		8	8	16					1	44	49	94
Sideswipe			9	9		3	25	28		1	9	10						4	43	47
Turning Movement			1	1		1	1	2										1	2	3
Parking																				
Non-collision	1		2	3		1	2	3			4	4					1	1	8	10
Fixed Object	1	7	9	17	1	15	24	40	1	6	20	27					3	28	53	84
Pedestrian																				
Backing																				
Misc.			3	3		1		1										1	3	4
TOTAL	2	22	44	68	2	42	75	119	1	15	42	58					5	79	161	245

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 27, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
for Salem, Oregon

Malach

Klaboe

SUBJECT: Oregon Project I-5-6(64)295
Harbor Drive - Washington County Line Section
Safety Improvement Projects

To supplement the information presented in Mr. Klaboe's April 14, 1970 letter, it is requested that a full plan layout of the Briar Place Curves with all major geometric features be prepared which also includes either a direct plotting of accidents or plotting of accidents on an overlay sheet. The accident period should desirably cover more than the 2-year period in your previous submission.

The purpose of this request is to enable, as direct as possible, an analysis of the accident experience and the physical highway features. Also, a clearer presentation can then be made of the situation to other offices in our organization.

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
RECEIVED
JUN 1 1970
DESIGN
DIVISION
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

6-1-70

orig to Barbee - [illegible]

RECEIVED
MAY 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 19 1970

FOR FILING

I-5-6(73)296
7529

Salem, Oregon
June 15, 1970

Mr. Ivan Merchant
Bridge Engineer

Please prepare and request scheduling at the earliest possible date an Interstate safety project including the following:

1. Items shown on Exhibit "A" attached.

2. A GM rail on Interstate 5 and Interstate 405 where appropriate, beginning at the end of the concrete pavement northerly of the Tigard intersection and running to the south end of the proposed job on Hayden Island.

3. A pavement delineation project using plastic buttons and reflective buttons as shown on Exhibit "B" attached. The specifications can be made up from those attached as Exhibit "C".

Discussion should be carried on with Traffic Engineering, Maintenance and Design to insure the avoidance of any conflicts and the proper use of the specified material.

Tom Edwards
Assistant State Highway Engineer

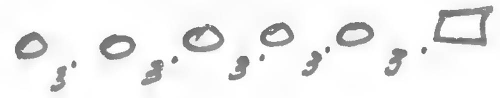
TE:ja

Attachments

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe

Cost Comparison ②

①



5 plastic buttons
1 reflective button
each 40 feet

132 spaces per mile

660 plastic @ 75¢ = $495 -
132 reflective @ 2.05 = 270
$765/mile

Life = 5 yrs = $153 mile/year
+20% loss 31
$184 mile year.

Paint -
Standard Stripe 40^{00} mile

Urban areas paint
repaint 4X year = 160 mile/year

Exhibit A1

Metro Safety Project - Unit 2

Priority I

	Capitol Hwy. Interchange:		12,000
	Install 650 feet of "GM" safety rail		
(1)	The Dalles off-ramp under the Morrison Bridge:		1,000
	Salvage and reinstall 320 ft. guardrail		5,000
	Install 320 ft. of "GM" rail		
(2)	I-405 ramp to Marquam Bridge:		4,000
	Install 300 ft. of "GM" rail		10,000
	Install Hydrocushions		
(3)	I-405 ramp to 6th Avenue:		10,000
	Install Hydrocushions or Fitch Barriers		42,000
		+25%	10,500
			$52,500

Priority II (Gores on Structures)

	Banfield Interchange:	
(4)	Banfield to Union Avenue	
(5)	Banfield to Coliseum	
(6)	I-5 (South) to Morrison Bridge	
(7)	Marquam Bridge Lower Deck	40,000
	4 Units (Hydrocushions @ 10,000)	

Priority III (Sign Columns in Gores)

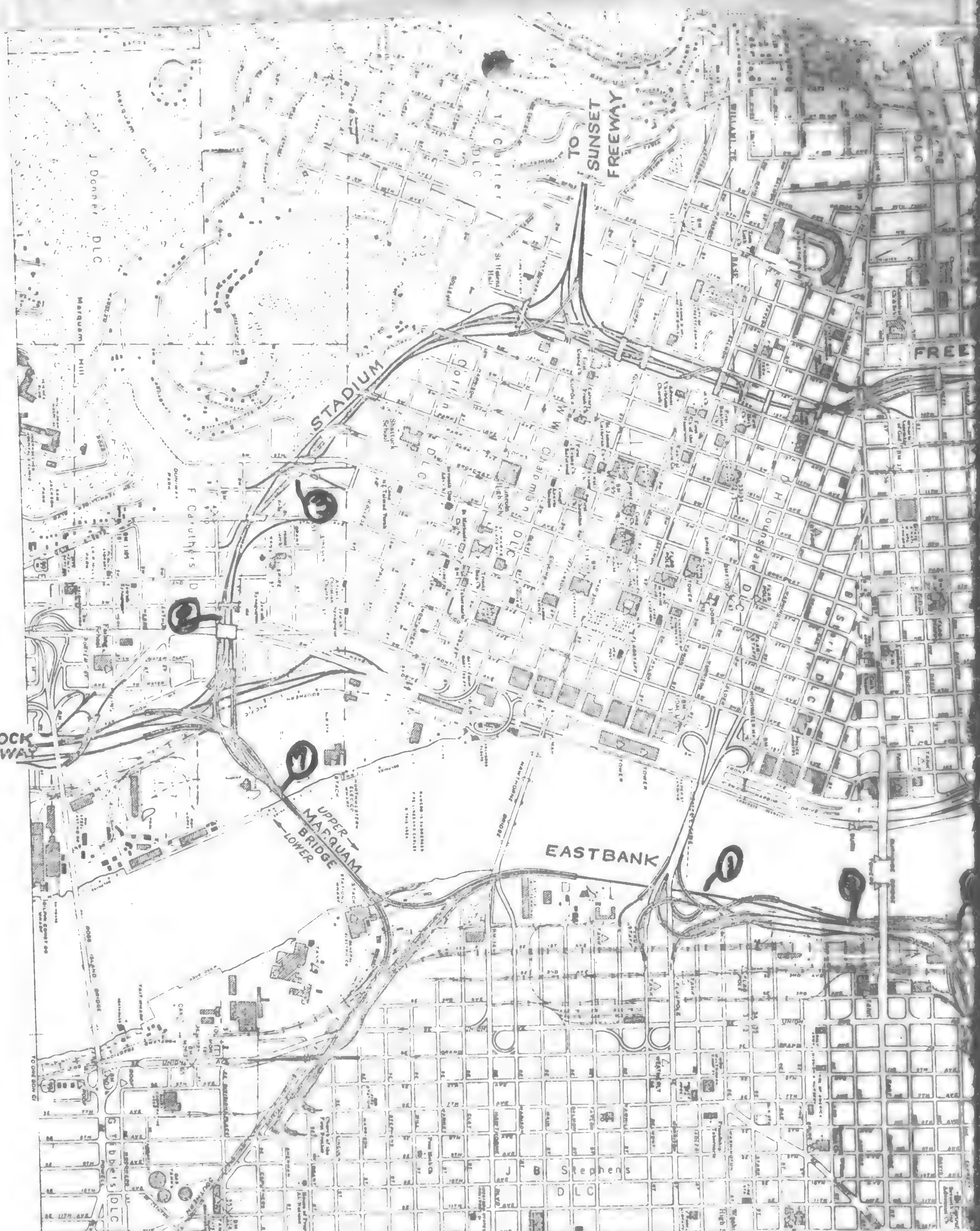
(8)	I-5 (North) to Broadway Bridge		
(9)	Banfield (South) or Morrison Bridge		
	I-5 (South) to Multnomah Blvd.		
	I-5 (North) to Corbett Ave.		
	I-5 (North) to Macadam Ave.	5	
	Located off Freeway On Ramps:		
	Marine Dr. West or East		
	Interstate Ave. or Delta Park	3	
	Portland or Terwilliger		80,000
	8 Units (Hydrocushions @ 10,000)		

Exhibit A

Priority IV - Gore Islands Showing Damage

I-5 (North) to Portland Blvd.
I-5 (South) to Interstate Ave.
I-5 (South) to Broadway Br.
I-5 (South) to Terwilliger Blvd.
I-5 (North) (Marquam Br.) or I-405
I-405 (North) or Harbor Drive
I-405 North to 9th Avenue
I-405 South to 6th Avenue 8

Replace with mountable gores 8 @ 2,000	16,000


TO SUNSET FREEWAY
STADIUM
FREE
BALDOCK FREEWAY
UPPER
MARQUAM BRIDGE
LOWER
EASTBANK
J Donner DLC
Marquam Gulch
Marquam Hill
F Caruthers DLC
Chapman DLC
Lownsdale DLC
J B Stephens DLC
Shattuck School
Washington High School
Ladds Addition

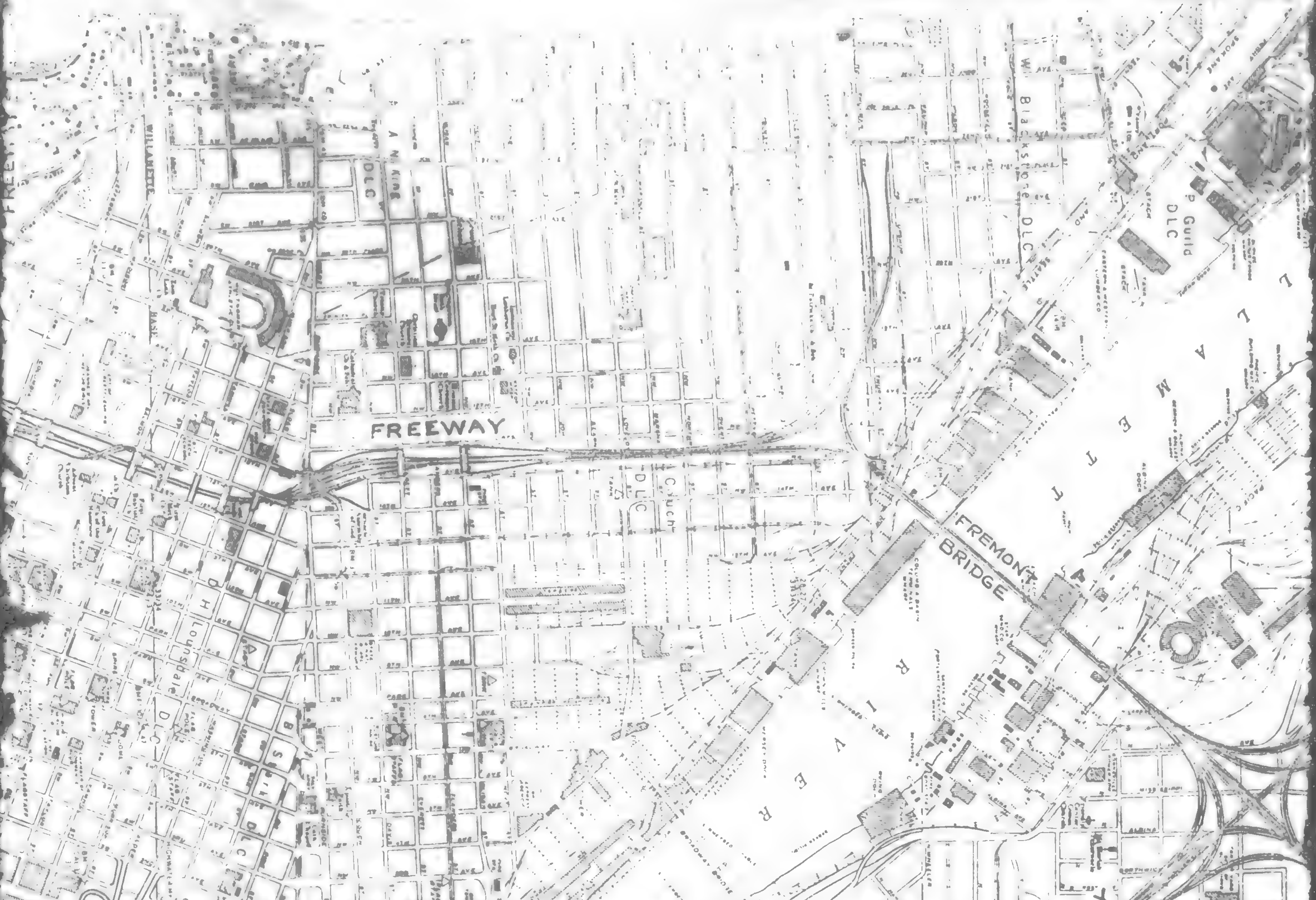
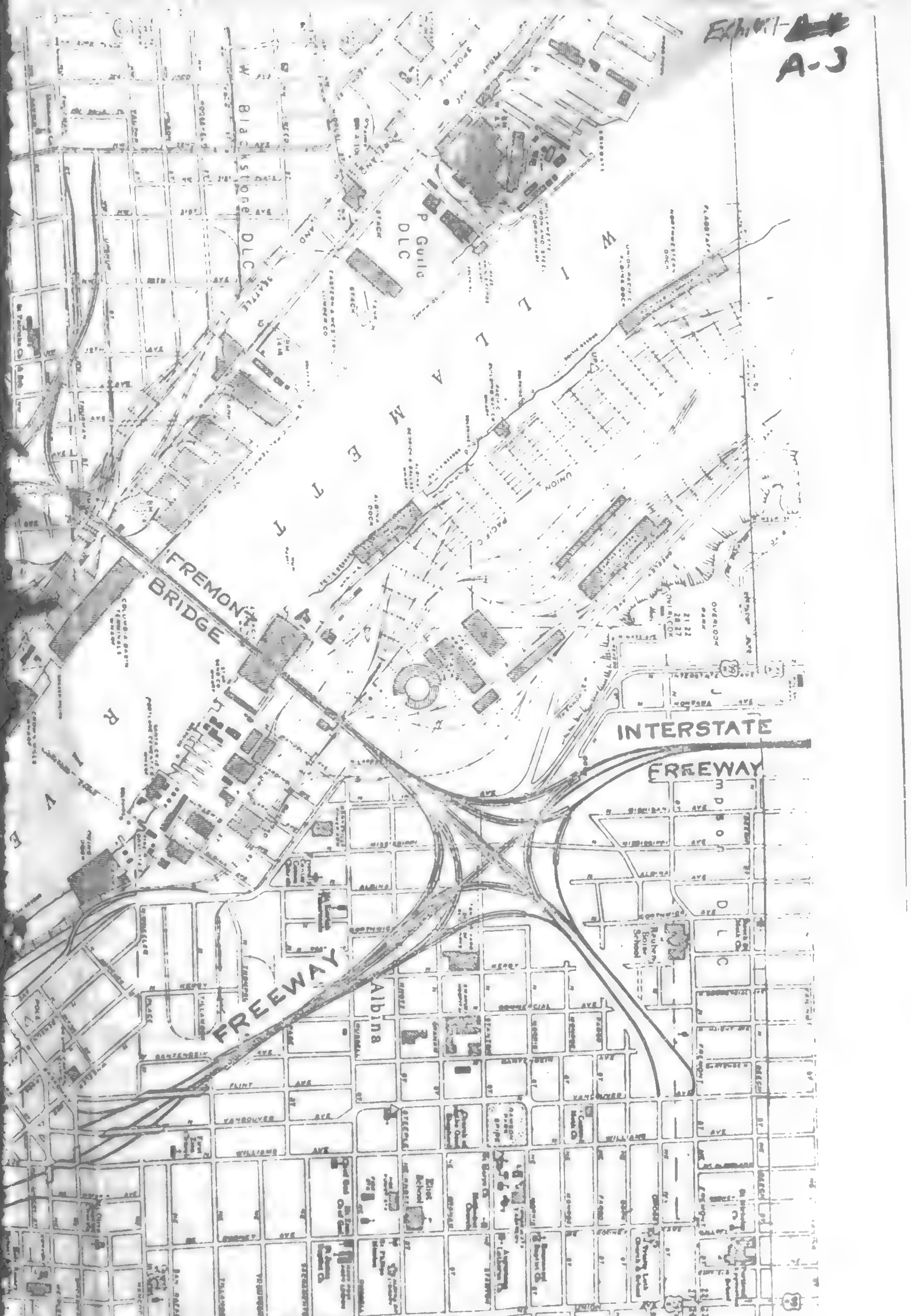

FREEWAY
FREEWAY
FREEWAY
BANFIELD
FREEWAY
FREMONT
BRIDGE
W I L L A M E T T E
R I V E R
Couch
DLC
D H Lounsdale
DLC
W Blackstone DLC
P Guild
DLC
King
DLC
Albina
W Irving DLC
Irvington
ANK

Exhibit A-3


W Blackstone DLC
P Guild DLC
W I L L A M E T T E
R I V E
FREMONT BRIDGE
UNION PACIFIC
OVERLOOK PARK
INTERSTATE
FREEWAY
FREEWAY
Albina
DLC
IRVING PARK
W Irving DLC
Irvington

RECEIVED
JUN 23 1970
FOR FILING

I-5-6(70) 276

7529

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 28, 1970

SUBJECT: Portland Area Safety Project

To: Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Building
Salem

Attached you will find a two-page list of gore areas on the Interstate freeway system in the Portland area which offer hazards to motorists and, therefore, would be eligible for some sort of driver protection. This is in response to your request to work up a safety project for several selected locations. Also attached is a Portland "Pig" upon which are marked most of the listed areas.

This list is broken down into priorities, one through four as outlined below:

Priority I	This includes two of the gore areas presently under contract to which "GM" safety rail is to be added and two other gores where fatal accidents have occurred.
Priority II	This includes gores that are mounted on structures. By their nature they are a hazard to traffic.
Priority III	This includes gore areas in which are located large sign bridge columns. None of these show any physical damage but they are potential hazards.
Priority IV	This includes gore areas which are free of bridge or sign columns but where the gore islands show physical damage, indicating that vehicles have been striking them.

Would you kindly advise as to how much of the listed work should be prepared for contract. Upon receipt of this advice, detailed plans will be worked up.

A. E. Johnson
Metropolitan Engineer

By:
Edward L. Hardt

Edward L. Hardt
Metropolitan Bridge Engineer

NOTED

RECEIVED
MAY 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ELH:pb
cc: Ivan D. Merchant w/attach.
L. W. Rulien w/attach.

SP*52475-734

RECEIVED
APR 17 1970
FOR FILING

I-5-6(70)276
7529

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

April 15, 1970

To: L. [illegible] Rulien
Division A Engineer
MILWAUKIE

SUBJECT: Proposed Upgrading of Signing
Vicinity of Terwilliger Blvd.
Interstate 5 - Portland

As a result of a recent fatal accident in the vicinity of Terwilliger Boulevard on Interstate 5, Dennis Peterson recommended the installation of sign bridges with overhead curve signing and flashing beacons.

At the present time, such signing exists at several locations for northbound traffic as well as southbound traffic. The difference between the existing signing and Mr. Peterson's recommendation is that a portion of the existing signing is post-mounted at ground level and a portion is mounted overhead on roadway structures rather than on separate sign bridges.

In view of the design revisions that will be forthcoming in the near future on this section of Interstate 5, no action should be taken regarding the upgrading of existing signing.

I am attaching a copy of a letter from Mr. Porter to Mr. Simpson of the Bureau of Public Roads concerning the section under question. This copy if for your information.

L. E. George
Assistant Traffic Engineer

Copy TE → 4-17-70

LEG:mk
Attachment
cc: Tom Edwards (Attach.) ✓
A. E. Johnson

NOTED
TOM EDWARDS

No action to be taken at this time
E

RECEIVED
[illegible] 16 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible] (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

TRAFFIC ENGINEERING

Portland, Oregon 97213
April 7, 1970

SUBJECT: Fatal Accident
Vicinity of Terwilliger Boulevard
I-5 — Portland

To: Mr. L. W. Rulien
Division Engineer
P. O. Box 02157
Portland

Around 4:30 PM, April 1, another tragic accident resulting in one fatality occurred at the subject location. An account of this accident is included in the attached clipping. Supplementary information from an eye witness motorist revealed that Miss Mount, northbound in the center lane, cut sharply to the right lane in front of another vehicle. In the process, she clipped the front end of the other vehicle, spun into and over the median rail where she landed on the southbound vehicle driven by Mr. Byers. It was raining hard at the time. Byers died almost immediately.

Inbound traffic has a great deal of difficulty negotiating this curve. Extensive and frequent median rail damage indicates that there is a consistent pattern of accidents involving loss of control because of high speeds or inattention. The accompanying photos show the signing at the approach to the accident site.

Because of the heavy traffic load and multi-lane type of facility, ground mounted signs are inadequate for the problem. There is a definite need for:

1. An attention getting device and,
2. Overhead warning signs.

Bert
Dennis
E

Traffic conditions in this area have been extremely unsatisfactory for several years. The situation continues to get worse. In view of its history and the growing concern of local citizens, it is strongly recommended that consideration be given to upgrading the existing signing on both approaches to this section of curves by installing signs and alternate flashing beacons as shown on the attached plan.

Dennis L. Peterson
Dennis L. Peterson
Metropolitan Traffic Engineer

Recommend we expedite Interstate Upgrade of this section.
L Rulien

DLP:bb
Enc
cc: Tom Edwards ✓
D. J. Barbee
F. B. Crandall
A. E. Johnson
George Hopkins

RECEIVED
APR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

4-2-70

Man Dies In Crash

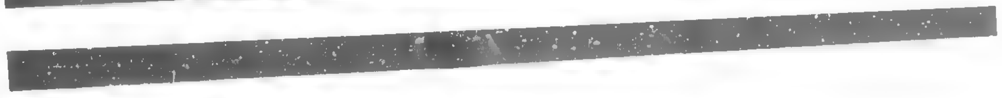
Rush-hour traffic on Interstate 5, south of Portland was snarled for over an hour Wednesday following a two-car collision at the Terwilliger exit which claimed the life of a Salem man.

Killed was Robert A. Byers, 47, of 663 Dennis Lane, N., Salem, when his car collided with a vehicle driven by Andrea Below Mount, 30, of 5861 SW Benfield Ct., Lake Oswego. Miss Mount suffered no injuries.

According to police, Miss Mount's vehicle, traveling north on the inside lane, spun out of control and jumped the center guard rail and then on to Byers' car. Byers was traveling south in the opposite inside lane, police said, and was killed instantly. No other vehicles were involved.

Miss Mount told police that she had felt her car hit a bump just before she lost control and smashed into the guardrail and Byers' car. She was cited for violation of the basic rule.

1



2

TYPICAL VIEWS

Baldock Freeway - Vicinity Terwilliger Boulevard

1. Looking north from Eng. Sta. 248+50 (Accident site - red dot).
2. Looking north from Eng. Sta. 241+50 (Accident site at sta. 236+00 - red x).

2

TYPICAL VIEWS

Baldock Freeway - Vicinity Terwilliger Boulevard

1. Looking north from Eng. Sta. 248+50 (Accident site - red dot).
2. Looking north from Eng. Sta. 241+50 (Accident site at sta. 236+00 - red x).

RECEIVED
APR 15 1970
FOR FILING

I 5-1(70)296
7529

April 14, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Harbor Drive-Washington County Line, Pacific Highway, Multnomah County, Your Ref: 08-35-DA

Your letter of March 10 suggested that we get a project going for GM median rail and other safety features in the Multnomah Avenue-Brier Place area.

As you probably know, another fatality occurred on this section on April 1. We have taken a long look at this whole situation and are proposing the following projects:

1. GM median from Sheridan Street-Multnomah Boulevard structure--costing $450,000
2. Acceleration lane extension of northbound Terwilliger Boulevard to Interstate 5--costing $110,000
3. Other safety features from Sheridan Street to Capitol Highway--costing $410,000
4. Revised Barbur Boulevard southbound off-ramp near Terwilliger--costing $300,000
5. Raising the Brier Place structure and increasing the superelevation of the Multnomah Boulevard and Brier Place curves to 0.13, as previously requested, costing $800,000

Enclosed are three copies each of accident data for the two aforementioned curves through 1968. Also, three copies each of the Barbur Boulevard southbound off-ramp and the typical section of the superelevation revision are enclosed.

Mr. R. E. Simpson
Page two
April 14, 1970

The curve at Mt. Nebo in Roseburg has an accident rate of 5.4 and is the worst on our Interstate System. The Terwilliger area has an accident rate of 5.03 and is in second place. An average urban freeway has an accident rate of 1.38. Mt. Nebo will be revised to a lesser degree of curve when our proposal in this area is constructed; this would then leave the Terwilliger area in first place. Revised signing to slow traffic in the area has not been effective.

In view of the data enclosed, we feel all the previously listed projects should be approved for construction as safety projects with Interstate funds. Your approval is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

[illegible]
R. L. [illegible]

F. B. Klaboe
Assistant State Highway Engineer

Enclosures

cc: Forrest Cooper
R. L. Porter
Tom Edwards
D. J. Barbee
L. E. George
A. E. Johnson

DNS:jp srb

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of Portland County Multnomah
Intersection of Pacific Hwy. and 0.23mi N. of Terwilliger Blvd U-Xing to 0.37mi. S. of Terwilliger Blvd. M.P. 4.00 to M.P 4.60 U-Xing
Highway Number 1 (I-5)
Period Covered 1-1-67 to 12-31-68
Compiled by BC Drawn by ______ Date 4-7-70

LEGEND

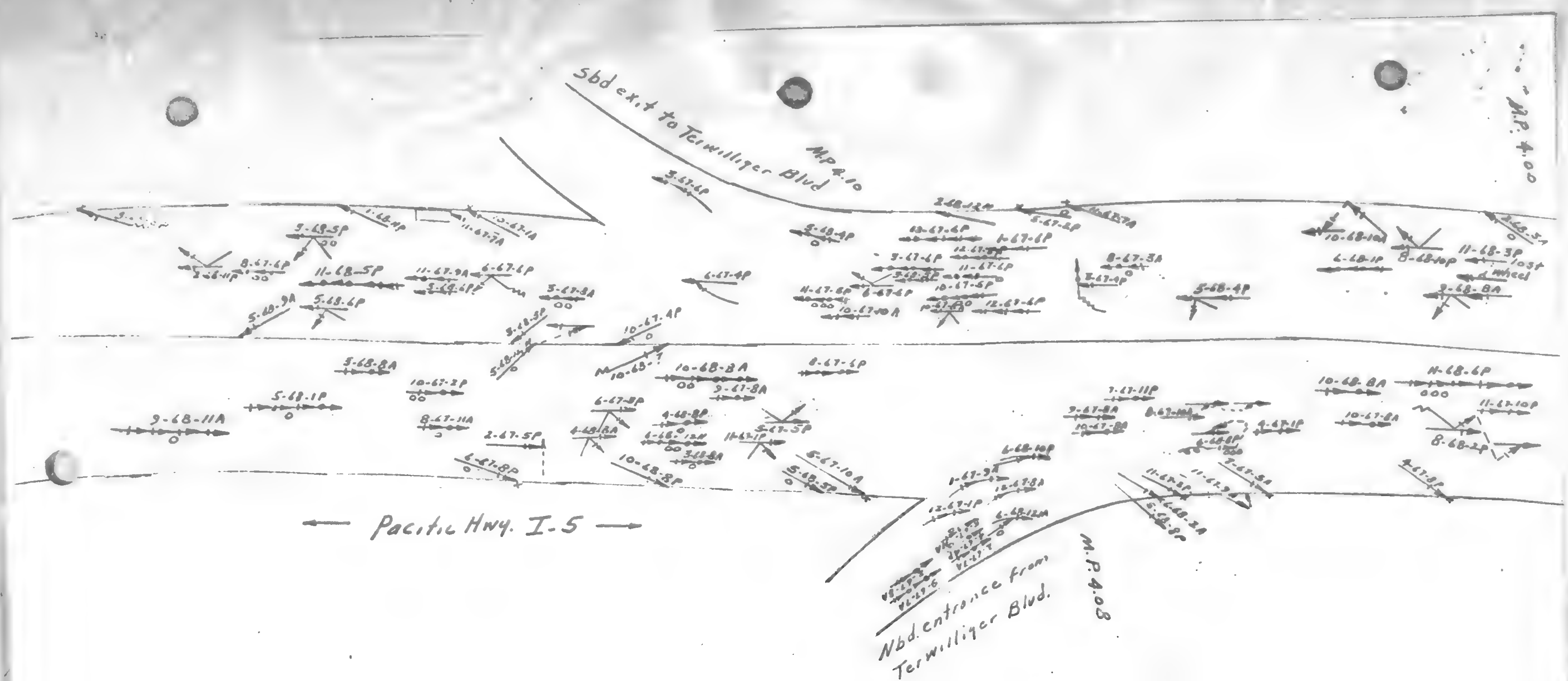
- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ←—— Property Damage Only
- ←+←+ Collision - Rear-end
- +→← Collision - Head-on
- ↙ Collision - Sideswipe

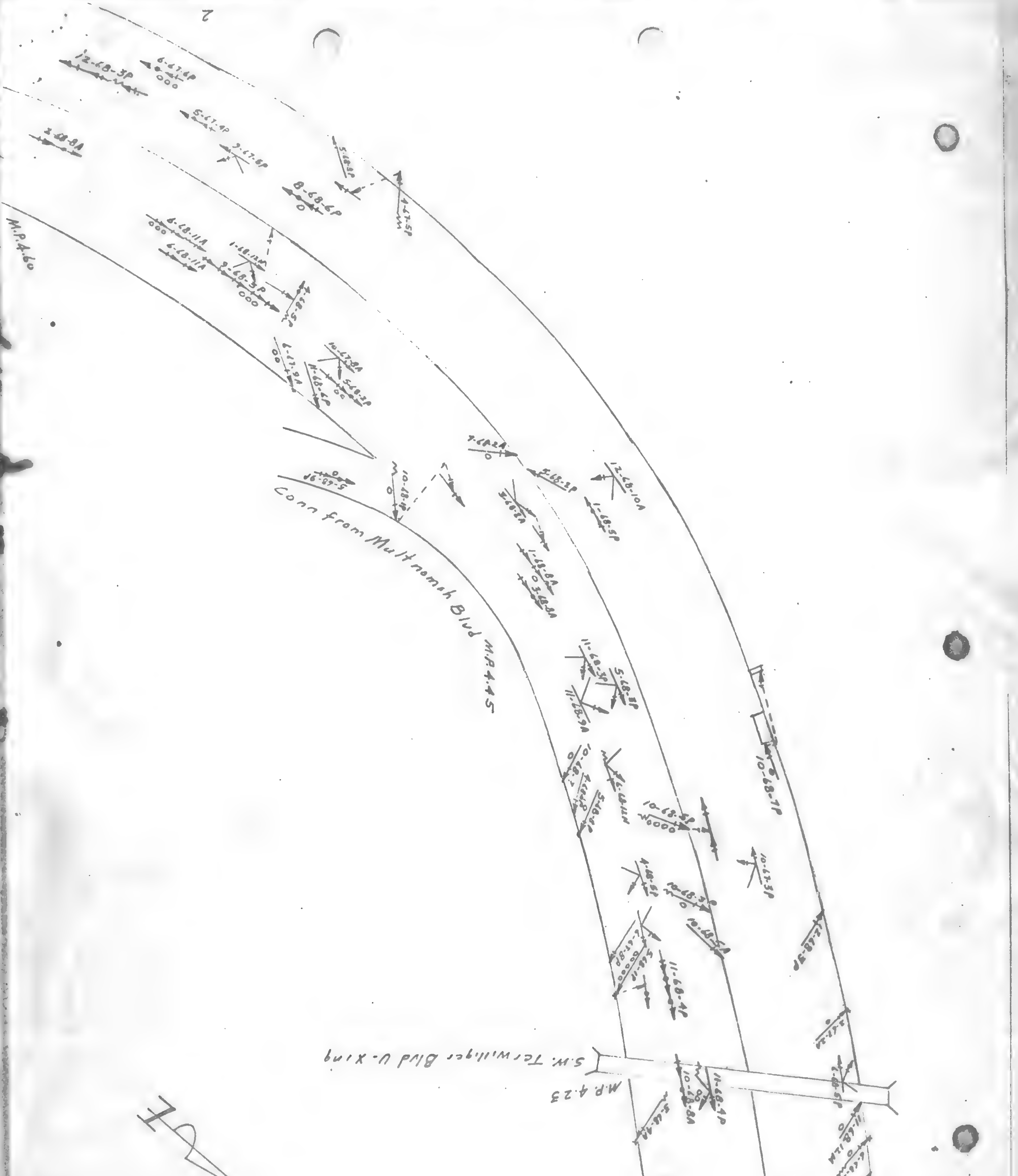
Fatal: Darkness, surface dry, Sbd. car Passed truck, lost control, struck car parked on shoulder, continued on, struck exit sign post. M.P. 4.38 10-26-68 - 6:40 P.M. - 1 killed

- ←---- Path of Pedestrian
- ←—— Path of Vehicle
- ←---- Path of Animal
- ←+— Vehicle Moving
- ←●— Vehicle Stopped
- ←+→ Vehicle Backing
- ▭ Properly Parked
- ▭← Improperly Parked
- ←⌒⌒ Vehicle Overturned
- ←⋀⋀ Vehicle Skidded

Collision Type	1967				1968												Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle			1	1			1	1											2	2
Head-on																				
Rear-end		14	21	35	1	15	14	30									1	29	35	65
Sideswipe			9	9		2	18	20										2	27	29
Turning Movement			1	1		1	1	2										1	2	3
Parking																				
Non-collision			2	2		1	2	3										1	4	5
Fixed Object		5	8	13		12	18	30										17	26	43
Pedestrian																				
Backing																			3	3
Misc.			2	2			1	1												
TOTAL		19	44	63	1	31	55	87									1	50	99	150

Pacific Hwy. I-5
M.P. 4.00 - M.P. 4.60


Sbd exit to Terwilliger Blvd
M.P. 4.10
M.P. 4.00
Pacific Hwy. I-5
Nbd. entrance from Terwilliger Blvd.
M.P. 4.08
lost wheel


M.P. 4.60
Conn from Multnomah Blvd M.P. 4.45
S.W. Terwilliger Blvd U-xing
M.P. 4.23
12-68-3P
6-67-6P
5-67-4P
8-68-6P
6-68-11A
1-68-11A
3-68-3P
7-68-2A
5-68-3P
12-68-10A
1-68-5P
1-68-8A
10-68-7P
10-68-5P
11-68-4P
10-67-3P

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of Portland County Multnomah
Intersection of Pacific Hwy. and 0.47mi. N. of S.W. Brier Pl. U-Xing to 0.13 mi. S. of S.W. Brier pl. U-Xing. M.P. 3.40 to M.P. 4.00
Highway Number 1 (I-5)
Period Covered 1-1-67 to 12-31-68
Compiled by BC Drawn by Date 4-7-70

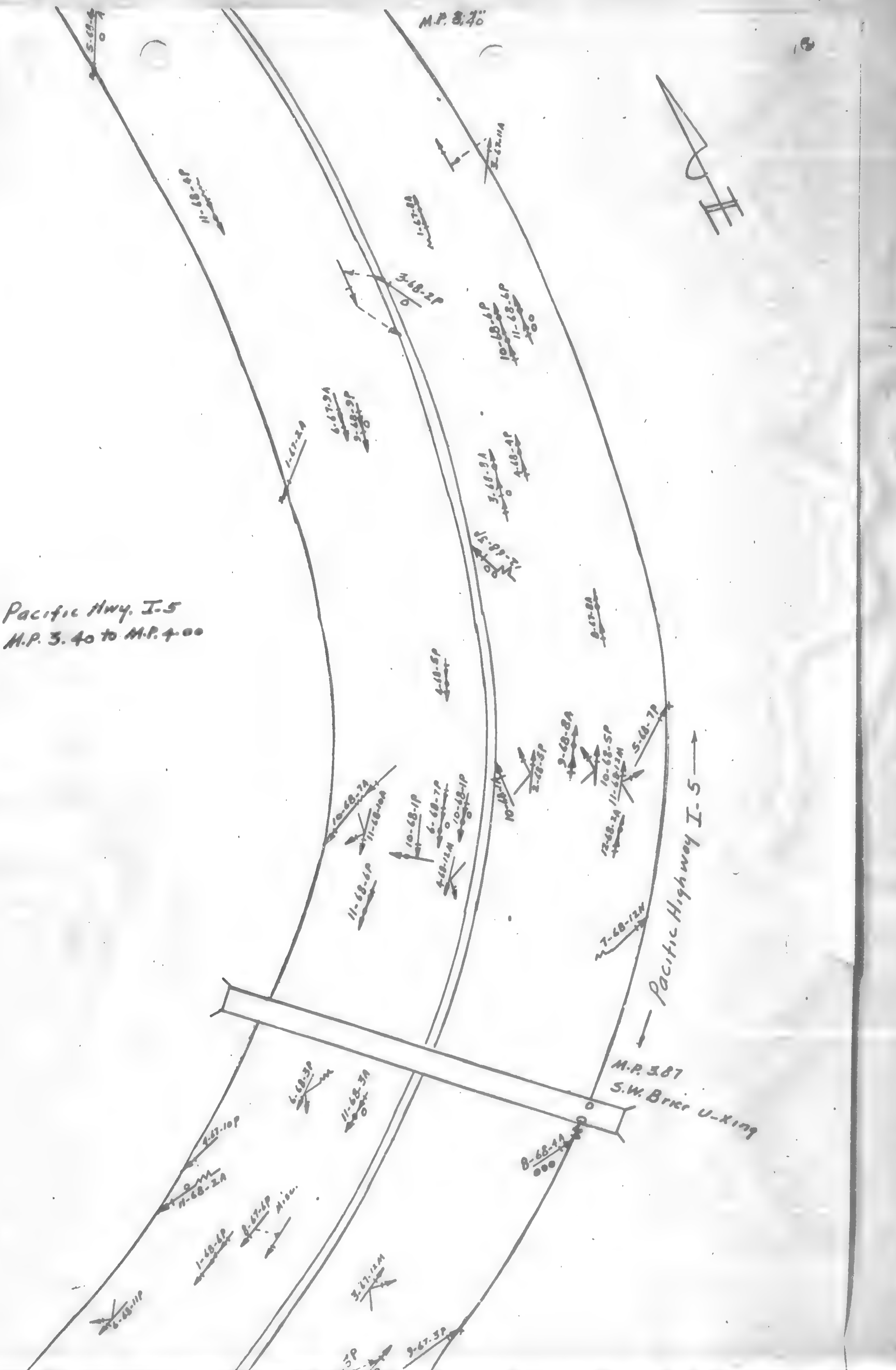
LEGEND

● Person Killed
◄---- Pedestrian Killed
○ Person Injured
◁---- Pedestrian Injured
◄—— Property Damage Only
◄+◄+ Collision - Rear-end
+◄► Collision - Head-on
◄✕ Collision - Sideswipe

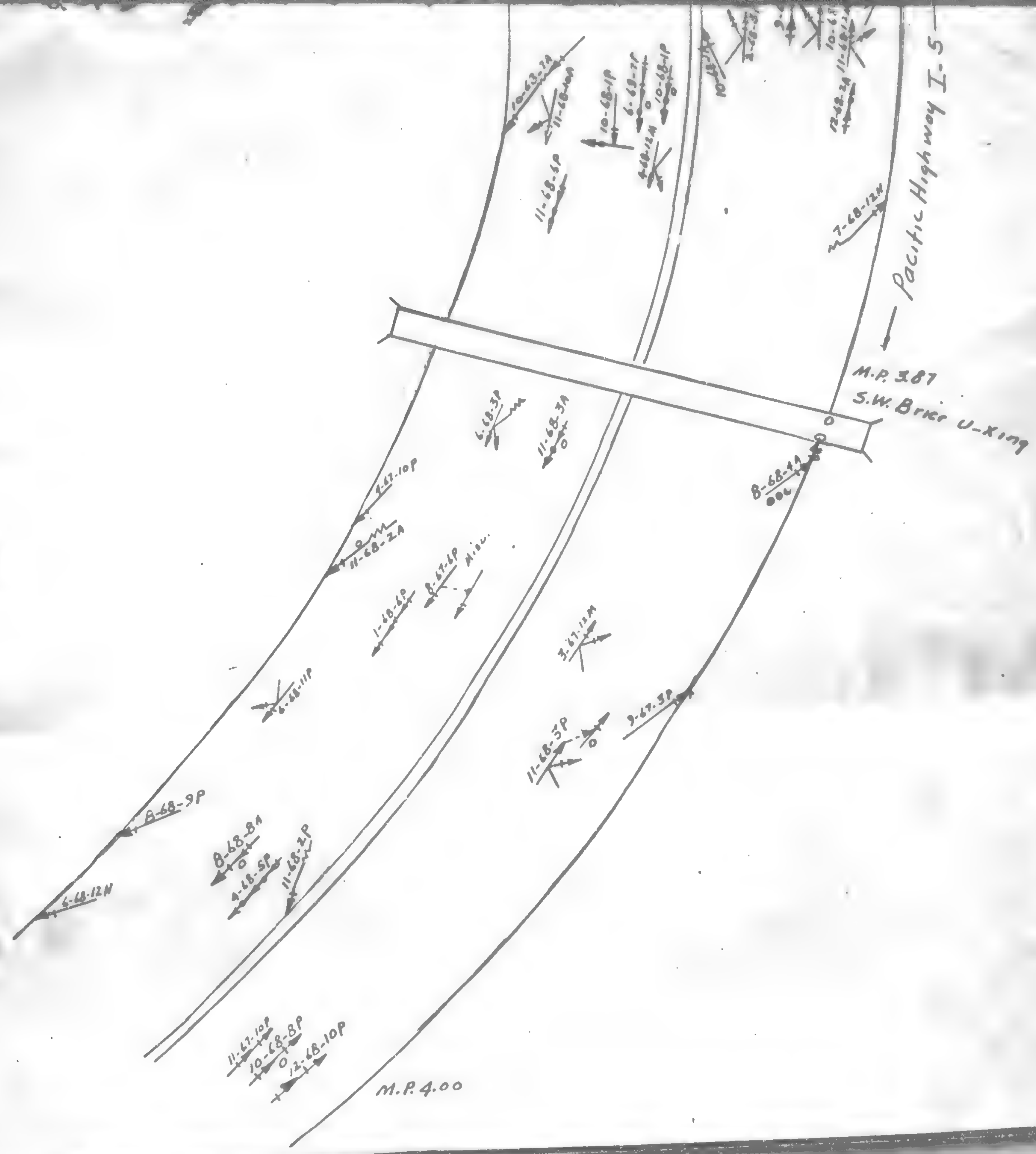
Fatal: Darkness, Nbd car lost control on curve, Struck curb, guardrail, U-xing pillar.
M.P. 3.87. S.W. Brier U-Xing
3 Killed, 8-2-68-3:35 A.M.

◁---- Path of Pedestrian
◄—— Path of Vehicle
◄---- Path of Animal
◄+—— Vehicle Moving
◄●—— Vehicle Stopped
◄+► Vehicle Backing
▭ Properly Parked
▭ Improperly Parked
◄〰 Vehicle Overturned
◄⋀⋀ Vehicle Skidded

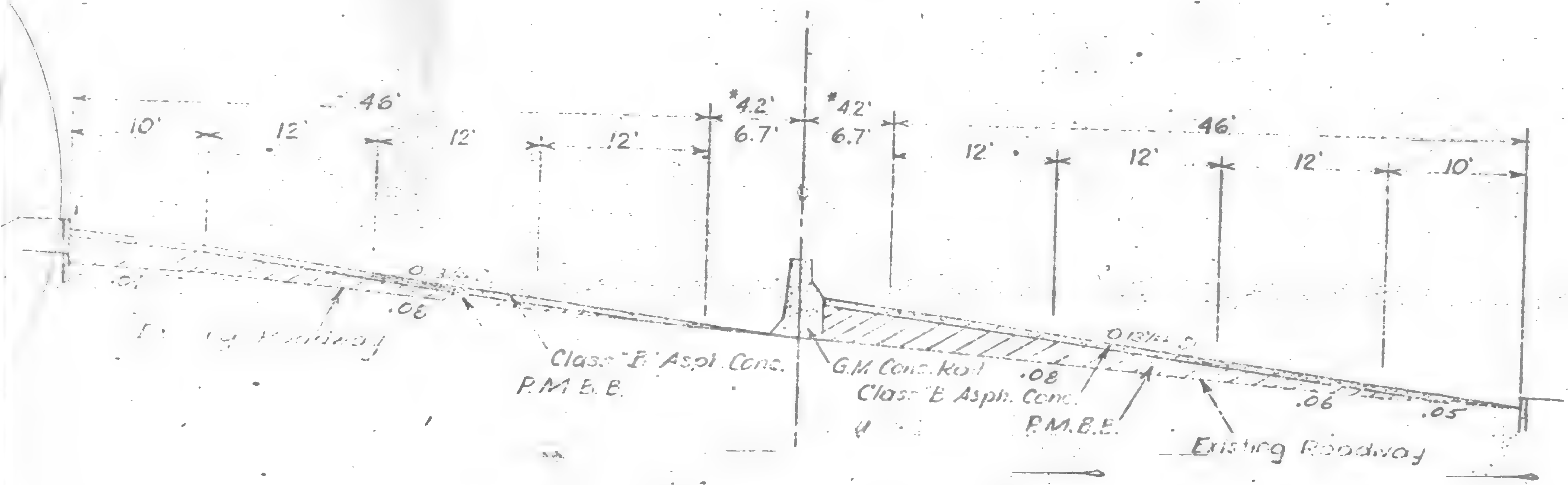
Collision Type	1967				1968												Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle							1	1											1	1
Head-on																				
Rear-end			4	4		9	9	18										9	13	22
Sideswipe			1	1		1	7	8										1	8	9
Turning Movement																				
Parking																				
Non-collision			1	1															1	1
Fixed Object			3	3	1	4	7	12									1	4	10	15
Pedestrian																				
Backing																				
Misc.			1	1															1	1
TOTAL			10	10	1	14	24	39									1	14	34	49



Pacific Hwy. I-5
M.P. 3.40 to M.P. 4.00


Pacific Highway I-5
M.P. 3.87
S.W. Brier U-Xing
M.P. 4.00
10-68-3A
11-68-10A
10-68-1P
6-68-7P
10-68-1P
6-68-12N
11-68-6P
12-68-2A
7-68-12N
6-68-3P
11-68-3A
8-68-4A
000
1-67-10P
11-68-2A
1-68-6P
8-67-6P
Misc.
3-67-12M
8-68-11P
11-68-3P
9-67-3P
8-68-9P
8-68-8A
4-68-5P
11-68-2P
6-68-12N
11-67-10P
10-68-8P
12-68-10P

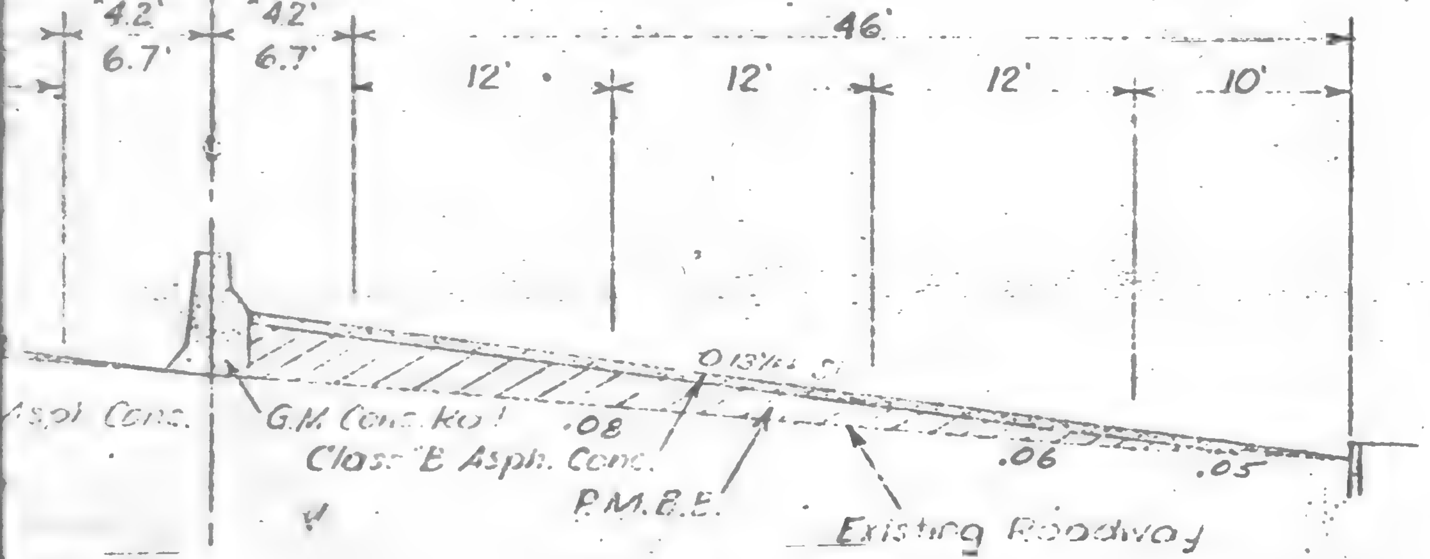
LOWELL ST. - 21ST AVE
HARBOR DR. - WASH. C
PACIFIC HIGHWAY
MULTNOMAH COUN



Proposed Typical Section
Interstate 5 Frwy.
Multnomah Co.

Unit "A" Section Sta 199+37 to 220+42
*Unit "B" Section Sta 235+70 to 245+50

LOWELL ST. - 21ST AVE. UNIT
HARBOR DR. - WASH. CO. LINE SEC.
PACIFIC HIGHWAY
MULTNOMAH COUNTY



sea Typical Section
terstate 5 Frwy.
Multnomah Co
Sta 199+37 to 220+42
Sta 235+70 to 245+50

397
FOK 3290

Form FHWA-121 (12
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: March 10, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-5-6(64)295
Iowa St.-Sheridan St. Section
Pacific Highway
Median Barrier

From observations made during recent travel in the Portland area a high number of accidents involving the median rail have apparently taken place within the limits of the subject project during the last several months. With the heavy maintenance burden these damaged rail sections present, prompt repair is difficult and the unrepaired rail itself presents an undesirable condition with respect to safety.

Based on the current traffic conditions and the number and severity of the accidents which have apparently taken place on this section of the freeway, it is recommended that serious consideration be given to replacing the existing median rail as soon as possible with a GM type median barrier as approved by our December 12, 1968 memorandum. In conjunction with such a project consideration should also be given to providing additional corrective work required to eliminate or provide protection against other roadside hazards within this problem area.

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
MAR 17 1970
DESIGN DIVISION

orig to Barbee
3-16-70

RECEIVED
MAR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 17 1970
FOR FILING

I 5-6(70)-3
7537

B/up
4-7

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1970

SUBJECT: Harbor Drive-Washington County Line
Pacific Highway
Multnomah County

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

NOTED
F. B. KLABOE

3290

Your assignment #3290 requested estimates as suggested in the Bureau of Public Roads' letter of March 10. Mr. Simpson mentions the section from Sheridan Street to Iowa Street; however, the Bureau has approved GM median barier from Sheridan Street to the Multnomah Boulevard structure. The BPR letter also suggests contracting the other safety features at the same time.

We would recommend a safety project from Sheridan Street to Capitol Highway to tie into the other project of six laning the Baldock south of North Tigard Interchange and the accompanying climbing lane northward to Capitol Highway. With these features we should also incorporate the proposed acceleration lane extension for the northbound on-ramp from Multnomah Boulevard in the Terwilliger area. Also, we should include the proposed traffic signal and intersection revision work at Terwilliger and Barbur Boulevard plus the southbound Interstate 5 off-ramp.

A sketch map is enclosed noting these proposals and the estimates are as follow:

GM median from Sheridan Street-Multnomah Boulevard Structure	$ 450,000	✓
Acceleration lane at northbound Multnomah Boulevard to Interstate 5	$ 110,000	✓
Other safety features from Sheridan Street-Capitol Highway	$ 410,000	✓

Acc rate (check with Trapp)
fatal acc. listing

+ new Barbour off ramp
SB
+ raising sta at B.P. and
missing signs to .13

Mr. F. B. Klaboe
Page 2
March 24, 1970

Signal Revision and intersection work at Terwilliger with Barbur Boulevard and southbound Interstate 5 off-ramp . . .

Construction	~~$ 33,000~~
Signal	~~30,000~~
Right of Way	~~77,000~~
Total	~~$ 140,000~~

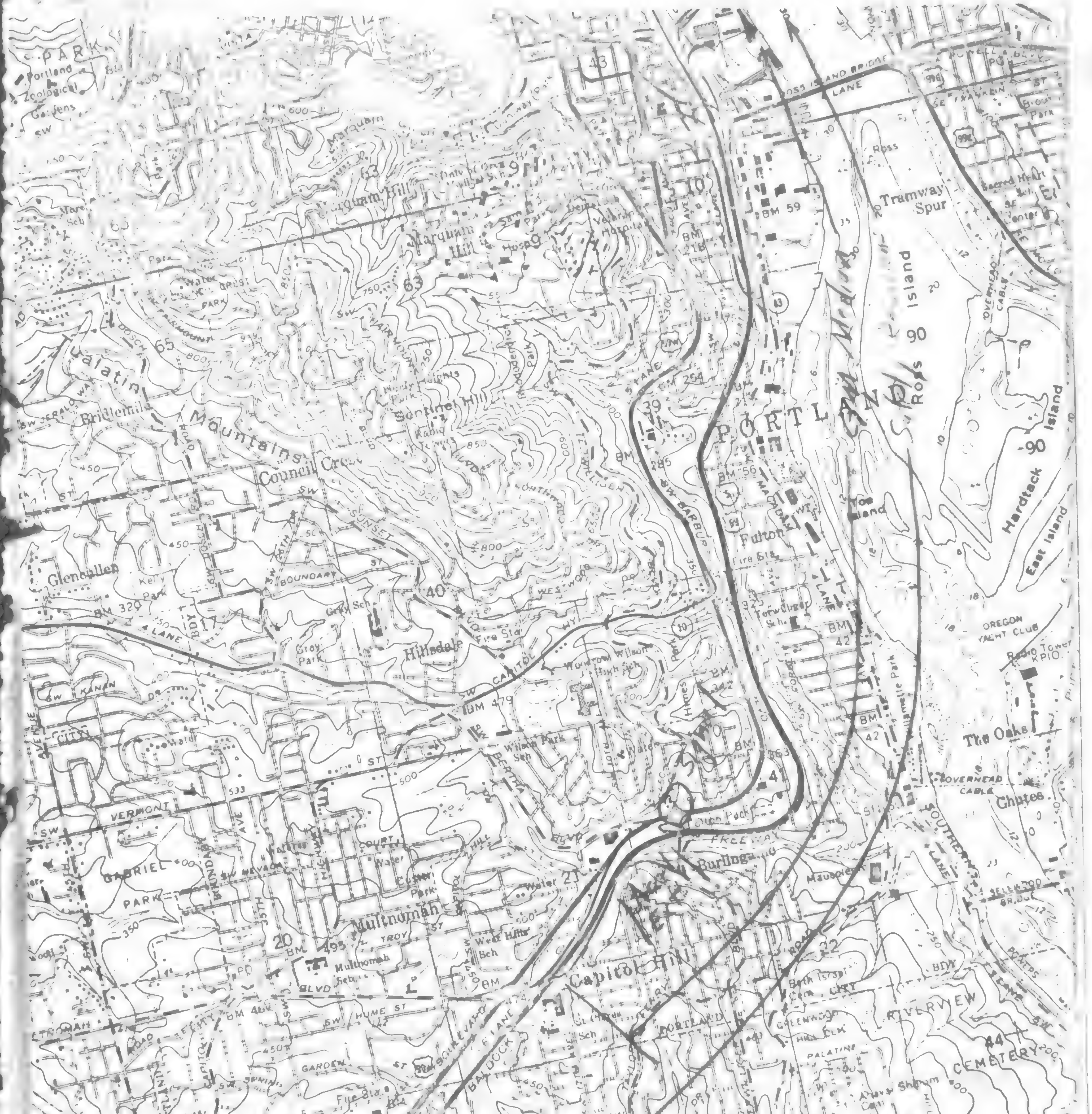
The GM median was approved by the BPR letter of December 12, 1968. The acceleration lane was turned down by BPR letter of September 24, 1969, according to our interpretation. The safety features are suggested in the current BPR letter, and the signal has been approved partially with Interstate funds by BPR letter of October 8, 1969. The Traffic Division is presently working up this latter project for submission to the Bureau.

The estimate for the safety features is rough as it was updated from a previous study and should be redone if a contract is contemplated.

D J Barbee
D. J. Barbee
Design Engineer

DNS:jp
Attachments.

RECEIVED
MAR 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER


Portland Zoological Gardens
Marquam Hill
Ross Island Bridge
Tramway Spur
Ross Island
Hardtack Island
East Island
PORTLAND
Sentinel Hill
Council Crest
Bridlemile
Glencullen
Hillsdale
Fulton
Toe Island
Oregon Yacht Club
Radio Tower KPIO
The Oaks
Chutes
Burlingame
Multnomah
Capitol Hill
Gabriel Park
Wilson Park
Woodrow Wilson High Sch
Riverview Cemetery
Lewis and Clark College
Palatine
Sellwood Bridge
Sacred Heart Sch
SW Capitol Hwy
SW Barbur Blvd
Freeway
Southern Pacific
Overhead Cable
Portland
Mountains

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: March 10, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(64)295
Iowa St.-Sheridan St. Section
Pacific Highway
Median Barrier

From observations made during recent travel in the Portland area a high number of accidents involving the median rail have apparently taken place within the limits of the subject project during the last several months. With the heavy maintenance burden these damaged rail sections present, prompt repair is difficult and the unrepaired rail itself presents an undesirable condition with respect to safety.

Based on the current traffic conditions and the number and severity of the accidents which have apparently taken place on this section of the freeway, it is recommended that serious consideration be given to replacing the existing median rail as soon as possible with a GM type median barrier as approved by our December 12, 1968 memorandum. In conjunction with such a project consideration should also be given to providing additional corrective work required to eliminate or provide protection against other roadside hazards within this problem area.

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

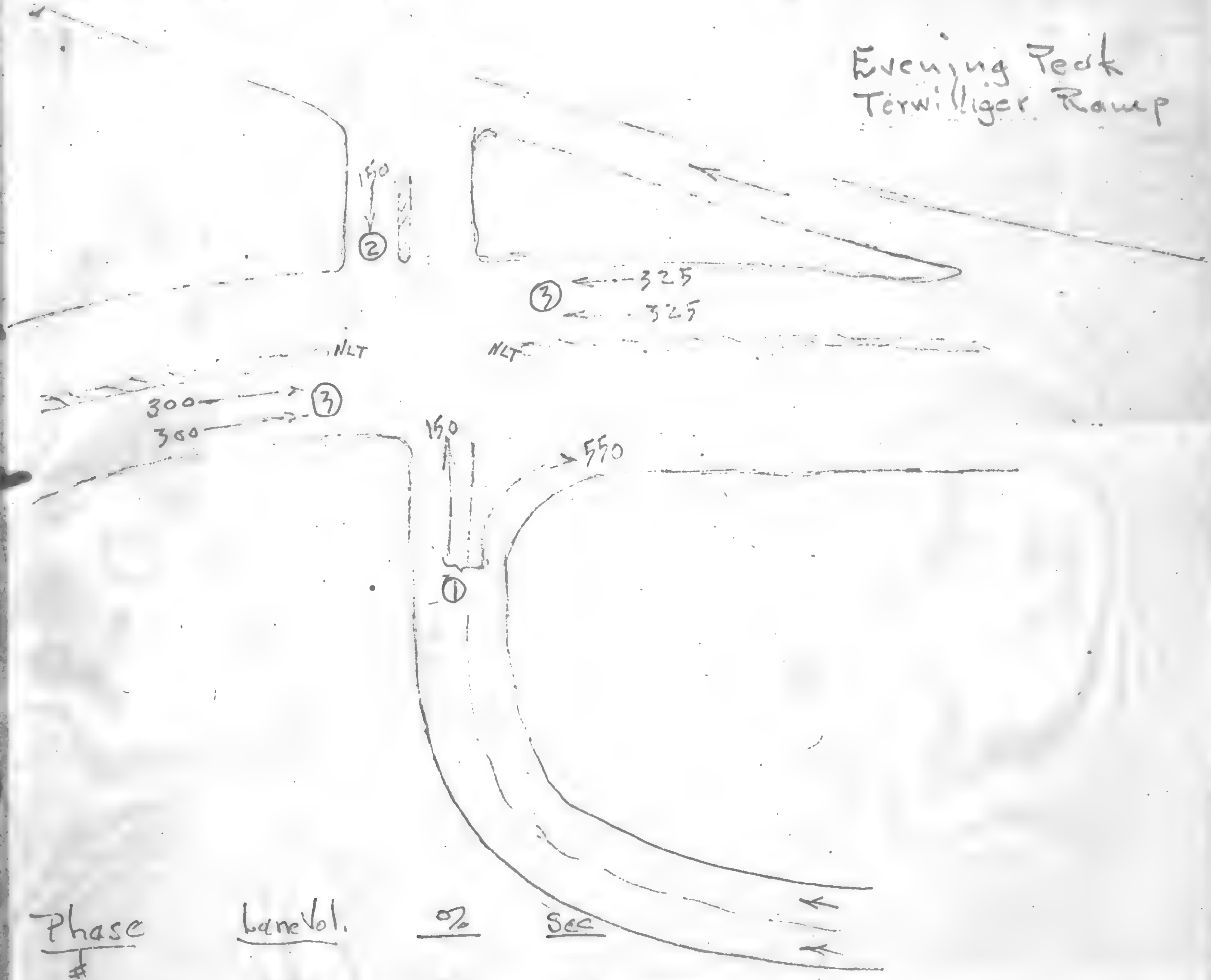
RECEIVED
MAR 17 1970
DESIGN
DIVISION

Orig to Barbee
3-16-70

RECEIVED
MAR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Evening Peak
Terwilliger Ramp



Phase #	Lane Vol.	%	Sec
1 -	550 -	54	38 ←
2 -	150 -	14	10.
3 -	325 -	32	22
	1020	100%	70

← circle plan allows only 37% - 26 sec. for 550

3/30/70

Cost Estimate 1/
Revision
Terwilliger off-ramp

1967 Constr. estimate - - - - -	$141,000
Additional - 2 lane ramp	100,000
	241,000
1967-70 increase - - -	60,000
	301,000
Signal - - - - - -	24,000
Total - -	325,000

1/ per Construction Division

Cost estimate "circle" plan - - $140,000

3/30/70

RECEIVED
FEB 5 - 1970

FOR FILING
I-5-6(70)
7529
(Briar Place)

8182

February 3, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

In reply to your letter of January 26 and to our conversation of February 2, I would advise that as a temporary measure we are removing the 70- and 60-mile-per-hour speed signs from that part of the I-5 freeway between what is commonly known as Harbor Drive and the sharp curve at the point known as Briar Place.

We do this as an experiment only. The 55-mile-per-hour signs to which you refer are warning signs only installed to give the public better notice of the 50-mile-per-hour speed zone in the vicinity of Briar Place curve. The speeds of 70 miles per hour for cars and 60 miles per hour for trucks on the section from Harbor Drive uphill to Briar Place curve were established by the methods normally used in the national practices set up for determining speed zones, namely, that of establishing a top speed near the 85 percentile level. The lower speed was previously attempted on this section, but the public refused to observe it and the police were using it as a speed trap.

We will observe the results of the removal of the signs as noted above. If they are not satisfactory, the signs will be reinstalled.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:sg
cc: Forrest Cooper
R. L. Porter
V. D. Wolfe - 8182
F. B. Crandall

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 26, 1970

In reply refer to: 08-35.1/722.5

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edward

SUBJECT: Signing on Interstate 5 (Portland)

The signing for 55 mph on Interstate 5 south of the Marquam Bridge appears to be having its desired effect.

Traveling this section the running speed is within the posted range; however, there remains a sign for increased speed for the northbound and a sign for the southbound on the section between the Marquam Bridge and Barbur Boulevard. It is suggested that the sign showing change in speed between the areas posted for 55 mph be removed. This will provide consistency and will in no way affect the capacity.

[illegible] RB
cc [illegible]

RECEIVED
JAN 27
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 6 - 1970
FOR FILING

I-5-1(70)296
7529

Barbur Blvd.

1098

January 5, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Your letter of December 23 suggested the possibility of evolving a signal system at the Barbur Boulevard and Terwilliger Boulevard ramp intersection such that ramp traffic would pre-empt normal signal operation during those periods of extreme backup on the ramp.

We feel that the basic idea has merit and will attempt to incorporate this concept in our final traffic signal design. We do think that one additional feature should be considered and that is the use of an adjustable maximum time limit that ramp pre-emption might control.

We will proceed with the layout and design of a proposed signal system and will contact your office before the final plans are prepared.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

LEG:mk ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: December 23, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-6(64)295
Terwilliger Blvd. Interchange
Pacific Highway

The information submitted with your September 29, October 21, and November 10, 1969 letters concerning the proposed revision of the intersection of Terwilliger Blvd. and Barber Blvd. has been reviewed. As stated in my October 8 memorandum Interstate funds can be utilized for a portion of the signal control system costs but not in the reconstruction of the intersection.

Our review indicates that the proposed signal system can handle the traffic indicated provided some movement (two vehicles per cycle) or turn-on-red-after-stopping can be accomplished on the I-5 offramp. In order to comply with the MUTCD an additional signal head would be required for both the I-5 offramp traffic and the Barber Blvd. to Terwilliger Blvd. ramp. With proper signing in conjunction with the required signals the proposed revision should improve traffic operations and alleviate traffic backup on the I-5 southbound offramp to Terwilliger Blvd. The feasibility of incorporating a pre-emptive detector on the ramp which would provide a ramp green if vehicle backup onto the freeway was imminent has been discussed with your staff. Although there evidently could be some operational disadvantages to such a system we understand there are available traffic adjusted type systems which could provide some capability to reduce the probability of a backup onto the freeway by detecting and adjusting the system.

Attached is a copy of a report concerning a traffic adjusted system in the State of Washington. It is recommended that you review this system for possible application to the Terwilliger Blvd. conditions.

Enclosure

Beck
Discuss?

RECEIVED
DEC 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-131
(7-69)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FIELD TRIP REPORT
(See instructions on reverse)

DATE
October 15, 1969

TO
Hugh B. Henry, Chief
Design Division
Portland, Oregon

FROM
E. J. Leland, Regional Traffic
Operations Engineer
Portland, Oregon

INCLUSIVE DATES
From October 7, 1969 To

ITINERARY

Seattle, Washington

PURPOSE

Meet with Washington State Highway and Division Personnel to observe unusual traffic signal installations in the Seattle area.

PRINCIPAL CONTACTS

WSHD - Bill Graham, Traffic Signal Supervisor; Lowell Lazara, Highway Electrical Engineer; Don Ernst, District 7 Traffic Engineer
Division - Dick Kay, Area Engineer; Region 8 - E. J. Leland

ACCOMPLISHMENTS OR RESULTS

SEE ATTACHED SHEET

SUBSEQUENT ACTIONS TAKEN

RECOMMENDATIONS

OTHER PERTINENT ITEMS

✓cc: Washington Division
J. D. Lacy (36-14)

Replaces Form PR-13 (R 2-63) which is obsolete

FIELD TRIP REPORT
October 7, 1969
E. J. Leland

ACCOMPLISHMENTS

Individuals mentioned under Principal Contacts met at the diamond interchange location of SR 509 with 128th St. to observe the special signalization of the cross street (128th) with the ramps to and from the freeway (SR 509). This fully actuated signalized intersection involves a three phase operation during off peak periods, and goes into a four phase operation during peak periods. Presence detectors located approximately 275 feet back on the off ramps and at the entrance to the left turn pockets on 128th Street determine the extent of traffic movement and need for three or four phases. The four phase operation is primarily designed to clear out the four principle movements. A similar approach to this type of signal installation can be found in the September 1969 issue of "Traffic Engineering". The three phase operation is broken down into:

1. East-west traffic on 128th St.
2. Left turns from 128th to the freeway on ramps.
3. Off ramp traffic going on to 128th St.

In addition to the presence detectors located back on the ramps and left turn pockets, there are loop detectors located just behind the stop bar. This enables the actuated controller equipment to have virtually no initial period, but can run efficiently through extensions due to vehicular activity over the near detector.

In conjunction with the detector and controller arrangement, the Washington State Highway Department has installed a method of solid state logic and gating that allows groupings of inclusive or exclusive functions to happen. For example, the far detector, if it gets no movement over it for a predetermined length of time, will establish the need for a four phase operation during peak traffic periods. During extremely light traffic conditions when the intersection is resting in all red, the far detector will put in a call for a green indication for the desired movement in advance of the vehicle's arrival at the intersection.

In the event of controller failure, the State has installed in the same controller housing unit, a standby fixed time controller unit designed for three phase or four phase operation, depending upon traffic conditions at the time of failure. It is of interest to observe that the State has housed the controller equipment in an 8 ft. by 10 ft. steel building which has ventilation and heating included. This allows the servicing of equipment free of inclement weather.

FIELD TRIP REPORT
October 7, 1969
E. J. Loland

ACCOMPLISHMENTS (Continued)

The State is also making arrangements to have the controller information relayed to the headquarters office, so a technician can determine various possible malfunction in the office before going out in the field to do repair work.

At the signalized intersection of 128th and 1st Ave. So. we were shown a "Quindar Scanner", which is designed to scan 32 points of intersection operation. The "Quindar" Company, Springfield, New Jersey, has manufactured this equipment primarily for the field of communications. It has now been used by the State of Washington very effectively for traffic signal testing. In addition, the State has added equipment that determines a variation in electrical current at the signalized intersection. This will determine if a signal light is burned out.

A number of existing signalized intersections on 1st Ave. South (existing SR 509) in the vicinity of 125th are presently hooked up to the headquarters office providing controller information for the technician at this one common location. The State plans to expand this system to minimize the demand on man-hours of service time.

Following the field demonstration we went to the headquarters office located at 6th & Spokane St. in Seattle, to observe the remote panel where intersection information is received. We were shown how the various signalized intersections transmit the predetermined information as provided by the scanner (previously described). A call was put into each detector at 128th and 1st Ave. So. from the headquarters office to demonstrate how this could be done remotely. If a malfunction happens, a warning sound occurs. A technician can then determine at what intersection and what test point at that location is not functioning properly.

The State has done what I feel is an excellent job with their traffic signal controller arrangement, both at the intersections and also with the remote controls. I have asked Mr. Lazara to consider writing a report for publication in "Traffic Engineering" on what the State is doing.

cc: Washington Division
J. D. Lacy (36-14)

REG.TRAF.OPS.:EJLoland:ms 10/15/69

RECEIVED
DEC 10 1969
FOR FILING

I-5 6(70)
1527

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1969

To:

SUBJECT: Freeway Curve/Speed Signing
Vicinity of SW Terwilliger
Blvd. and SW Briar Place
Pacific Highway

Mr. Tom Edwards
Assistant State Highway Engineer

BUILDING

The subject curve signing was completed on December 3, 1969.

E. S. Hunter
Maintenance Engineer

By John W. Sheldrake

John W. Sheldrake
Maintenance Office Engineer

JWS:dkw

cc: F. B. Crandall

NOTED
TOM EDWARDS

RECEIVED
DEC 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOV 17 1969

I-5-6(70)276

7529

Salem, Oregon
November 14, 1969

Traffic Conditions
Brier Place-Terwilliger
Boulevard Section
Interstate 5

Mr. Ivan Merchant
Bridge Engineer

7982

J. Wesley Todd.

I have a communication from Al Johnson concerning the Terwilliger corrections. I do not wish to install the neon type "SLOW" signs which have been suggested. I do wish to put in supplementary 50 MPH signs.

Please have Mr. Wallace discuss this with me as to locations.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Klaboe
F. B. Crandall
L. W. Rulien

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 6, 1969

To: Mr. L. E. George
Assistant Traffic Engineer
Salem

SUBJECT: Traffic Conditions
Brier Place-Terwilliger Blvd. Sec.
Interstate 5

I have a copy of your letter to Mr. L. W. Rulien acknowledging his letter of October 16 which suggests a review of previous reports made by Messrs. Failmezger and Peterson on the subject section of Interstate 5, both of which have recommended additional signing which would call attention to the reduced speed limit on this section. Recently Officer Doyle Sauders, Head of the City of Portland Police Motorcycle Division, addressed the meeting of the Traffic Engineers and stated that he felt this section was one of the most hazardous locations in the city of Portland. He stated that he had been through this section and narrowly escaped an accident because he had failed to observe the reduced speed signs and felt they were not effective in advising motorists.

Recently a fatal occurred when a Mrs. J. Wesley Todd was killed, and I am enclosing a letter from her husband, Mr. J. Wesley Todd, which was written to the City of Portland Traffic Engineer and forwarded to this office. Following this fatal accident one of the City of Portland Firemen contacted this office and stated that he had personally assisted in removing bodies in twelve fatal accidents on this particular section. He also stressed the need for more positive signing.

[illegible] have [illegible] be contacted.

I realize that we have recently requested an Interstate safety project involving the Terwilliger Boulevard off-ramp, but it is doubtful this will affect the hazards of the main line on this particular section. I am also aware that pending is the installation of GM median safety rail throughout this section, and while this installation will materially help the safety features, I feel that increased and more positive signing is needed. Northbound on the section there are bridges on which adequate warning signs can be placed without material cost, and it is possible that signs can also be placed on bridges southbound. I would strongly urge that the matter of additional signing and more positive signing be considered at this time.

Original Signed by A. E. Johnson

AEJ:lh
Ens
cc: Tom Edwards ✓
F. B. Klaboe
L. W. Rulien

A. E. Johnson
Metropolitan Engineer

Bud
Discuss

RECEIVED
NOV
TRAFFIC ENGINEERING

RECEIVED
NOV 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

November 3, 1969

Mr. J. Wesley Todd
11305 S.W. 47th Avenue
Portland, Oregon 97219

Dear Mr. Todd:

It was with sincere regret that we read of the accident on the Salem Freeway in which your wife met her death.

The freeways through the City are under the jurisdiction of the State Highway Department. We have taken the liberty of forwarding your recent letter concerning the curve on the freeway near the Terwilliger overpass to the State Metropolitan Engineer for his attention.

We appreciate your concern for traffic safety and for taking the time to write us.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

DEB:ba

cc: State Highway Department

METROPOLITAN ENGINEER
RECEIVED
NOV 5 1969
☐ ME ☐ AME ☐ AME ☐ MOE ☐ MDE ☐ MTE

A. E. Johnson

FORM D-88-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

October 29, 1969

To: L. W. Rulien
Division I Engineer
MILWAUKIE

SUBJECT: Traffic Conditions
Brier Place-Terwilliger
Boulevard Section
Interstate 5

Your letter of October 16 suggests a review of previous reports made by Failmezger and Peterson on the Brier Place-Terwilliger Boulevard Section of Interstate 5.

As you know, the Highway Division has recently requested an interstate safety project involving the Terwilliger Boulevard off-ramp. Also pending is the installation of a GM median safety rail throughout this section.

It is suggested that we hold in abeyance any action on this matter until I can determine the status of the above two projects.

L. E. George
Assistant Traffic Engineer

LEG:mk

cc: Tom Edwards (Attachment)
F. B. Klaboe (Attachment)

For your info.
Rulien

METROPOLITAN ENGINEER
RECEIVED
NOV 4 1969
☐ ME ☐ AME ☐ AME ☐ MOE ☐ MOE ☐ MTE

RECEIVED
NOV 12 1969
TRAFFIC ENGINEERING

Portland Traffic Engineer:

My wife was killed last week. She is 29, had our 3 kids 4, 5, 6 years old now. She just got her college degree in Psychology and had just started to work at the crippled childrens division of the Med School. Now she is dead, and I think one of your highways killed her. She didnt make the corner Northbound beneath the Terwilliger pass on interstate 5. This corner is terrible and at least 15 people have told me they have been in trouble at that corner. I don't know the technical reasons why it is bad but Some changes have to be made. I think it must be re banked for one thing - and re speed zoned. Please help for the safety of the rest of us.

If this letter can be forwarded to a more influential reader please do so.

J. Wesley Todd 11805 SW 47th City

RECEIVED
OCT 30 1969
BUREAU OF
TRAFFIC ENGINEERING

Refer to State

RECEIVED
NOV 12 1969

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 10, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
P.O. Box 300
Salem, Oregon 97301

Subject: Proposed Traffic Control
Barbur & Terwilliger
Portland

Dear Mr. Simpson:

You requested some additional information regarding the proposed plan of treatment at the subject intersection, particularly with respect to capacity information on the Terwilliger off-ramp flow from I-5.

The Terwilliger off-ramp traffic presently operates off a "STOP" control at the Terwilliger intersection and from observation develops extreme backup onto the freeway.

Under the proposed signalized control, ramp traffic would receive 26 seconds green time out of a 70-second cycle, or 37% cycle time. To clear the 520 peak-hour traffic volume under this timing arrangement, it would be necessary to obtain an hourly rate of flow of 1400+ vehicles per hour. It is believed that with some movement on turn-on-red-after-stopping that the peak-hour flow can be adequately handled.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

by

F. B. Crandall
Traffic Engineer

FBC:njc

bc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
NOV 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 22 1969

FOR FILING

I-5-6(70)296
7529

October 21, 1969

7914

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
P. O. Box 300
Salem, Oregon 97308

Re: Your File 08-35-DA
Terwilliger Boulevard Interchange
Pacific Highway.

Dear Sir:

Your letter of October 8 requested further information regarding the proposed signal timing at the subject location.

The information is submitted herewith.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

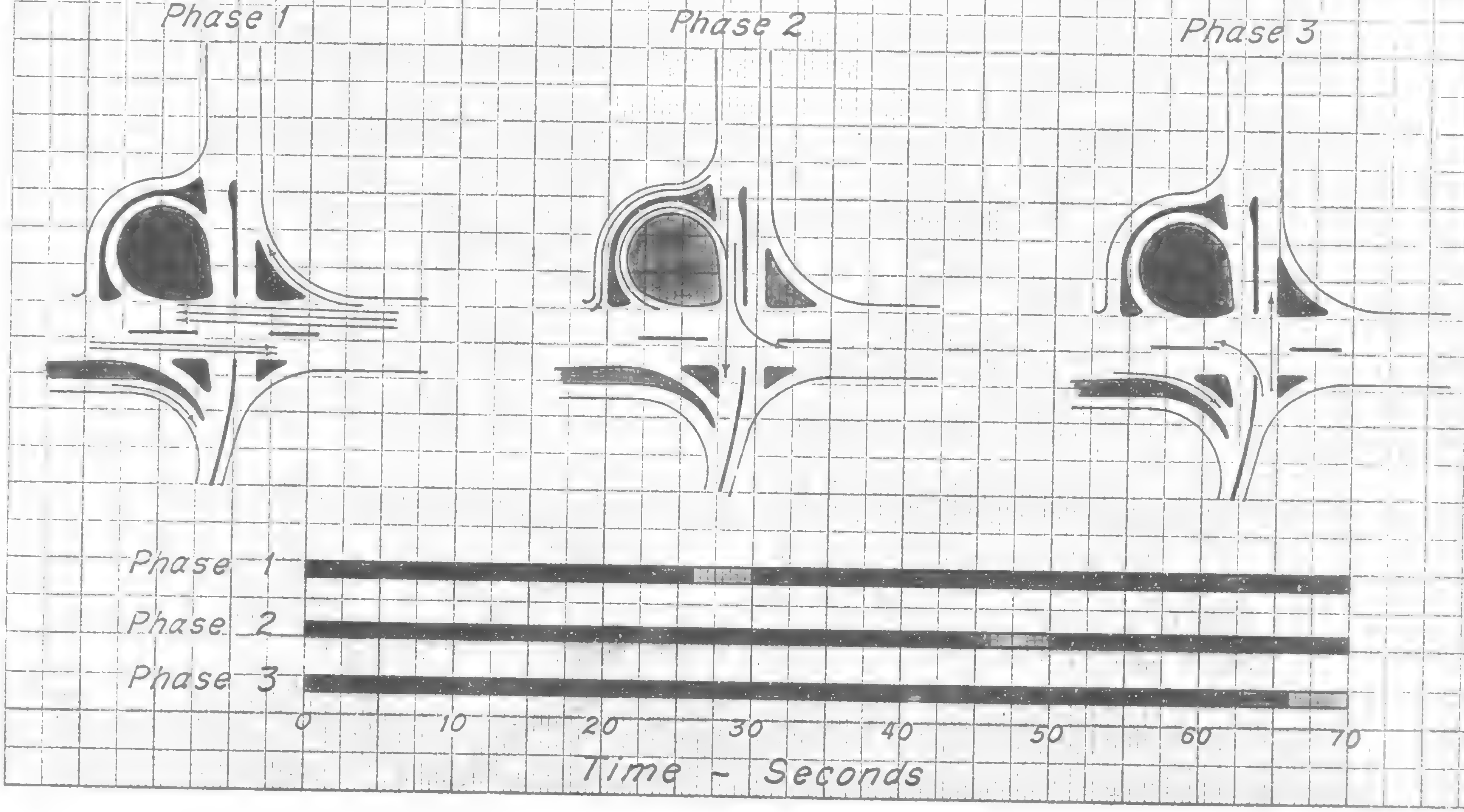
Attachment

bc Forrest Cooper
R. L. Porter
E. B. Klaboe
Victor D. Wolfe
F. B. Crandall

FBC:njc ja

OSHD
T.E.D.
October, 1969

Traffic Signal Cycle Divisions
Barbur Blvd & Terwilliger Blvd
Portland



KEUFFEL & ESSER CO. N. Y.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: October 8, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-6(64)295
Terwilliger Blvd. Interchange
Pacific Highway

Mr. Klaboe's September 29 letter requested our approval of a revision of the intersection of Terwilliger Blvd. and Barber Blvd. in order to alleviate a traffic backup on the southbound offramp from I-5 to Terwilliger Blvd.

A preliminary review of the proposed intersection alteration indicates that there may be a considerable improvement in traffic movement in this area. Sufficient details are not available to make an analysis of the proposed signal installation. It would be desirable if we had a proposed timing sequence for the signal system involved.

The use of Interstate funds could not participate in the revision of the Terwilliger-Barber Blvd. intersection; however, Interstate funds could be utilized for a portion of the signal control system costs.

Bruce
[illegible]

RECEIVED
OCT 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
OCT 20 1969
TRAFFIC ENGINEERING

Portland, Oregon 97202
October 16, 1969

SUBJECT:
Traffic Conditions
Interstate 5
Brier Place-Terwilliger Blvd.

To:
Mr. F. B. Crandall
Traffic Engineer
Salem

On December 12, 1968, we submitted a suggested signing improvement for the subject section, based on advance neon signs indicating curves next two miles and supplemented by additional sign. In addition to that investigation and recommendation, further studies, I know, have been made and contacts with the Bureau have been made for a much larger undertaking in this area to improve the conditions. By report of September 25, 1969, Mr. Dennis Peterson also made an investigation of this section.

It is suggested that, if a large overall improvement is not in the offing, our previous reports be reviewed with the idea in mind of instituting a lesser improvement. Perhaps federal funding for a small project could be obtained and, if so, it is highly recommended.

L. W. Rulien
Division Engineer

LWR:fb
Enc.
cc A. E. Johnson
D. L. Peterson
R. W. Failmezger

26-21

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
September 25, 1969

SUBJECT: Traffic Conditions
Brier Place-Terwilliger
Boulevard Section
Baldock Freeway

To: Mr. R. N. Johnson
Metropolitan Engineer
O F F I C E

As an outgrowth of our discussion about the high degree of hazard throughout the reversing curves in the subject section, a plan for advance warning has been prepared and isaattached hereto.

The safe speed on these curves which are in a 55 MPH speed zone is 50 MPH. The tangent sections leading into the curves is zoned for 70 MPH. The only existing advance warning consists of "Speed 55 Miles" signs.

~~The~~ following tabulation shows the 1968 accident record for contiguous 0.2 mile sections at the approaches and throughout the reversing curve section. It tells quite a story.

Mile Post Section	Accidents	Acc. Rate 1/	Fatalities
3.60-3.80	6	1.61	0
3.80-4.00	17	4.58	4
4.00-4.20	39	10.51	0
4.20-4.40	18	5.43	2
4.40-4.60	17	5.24	0
4.60-4.80	5	1.69	0

1/ Accidents per million vehicle miles

For comparative purposes, the 1967 average accident rate for urban freeways was 1.40. It can be seen that the tangent sections at either end are experiencing a normal accident rate. The curved portion (M.P. 3.80 to M.P. 4.60) is from three to seven times more hazardous. It is also noted that six persons were killed in these interior sections in 1968.

It is believed that the need for high powered advance warning is indicated for both approaches. The proposed plan is an effort in that direction. Early approval of it or something comparable is urged.

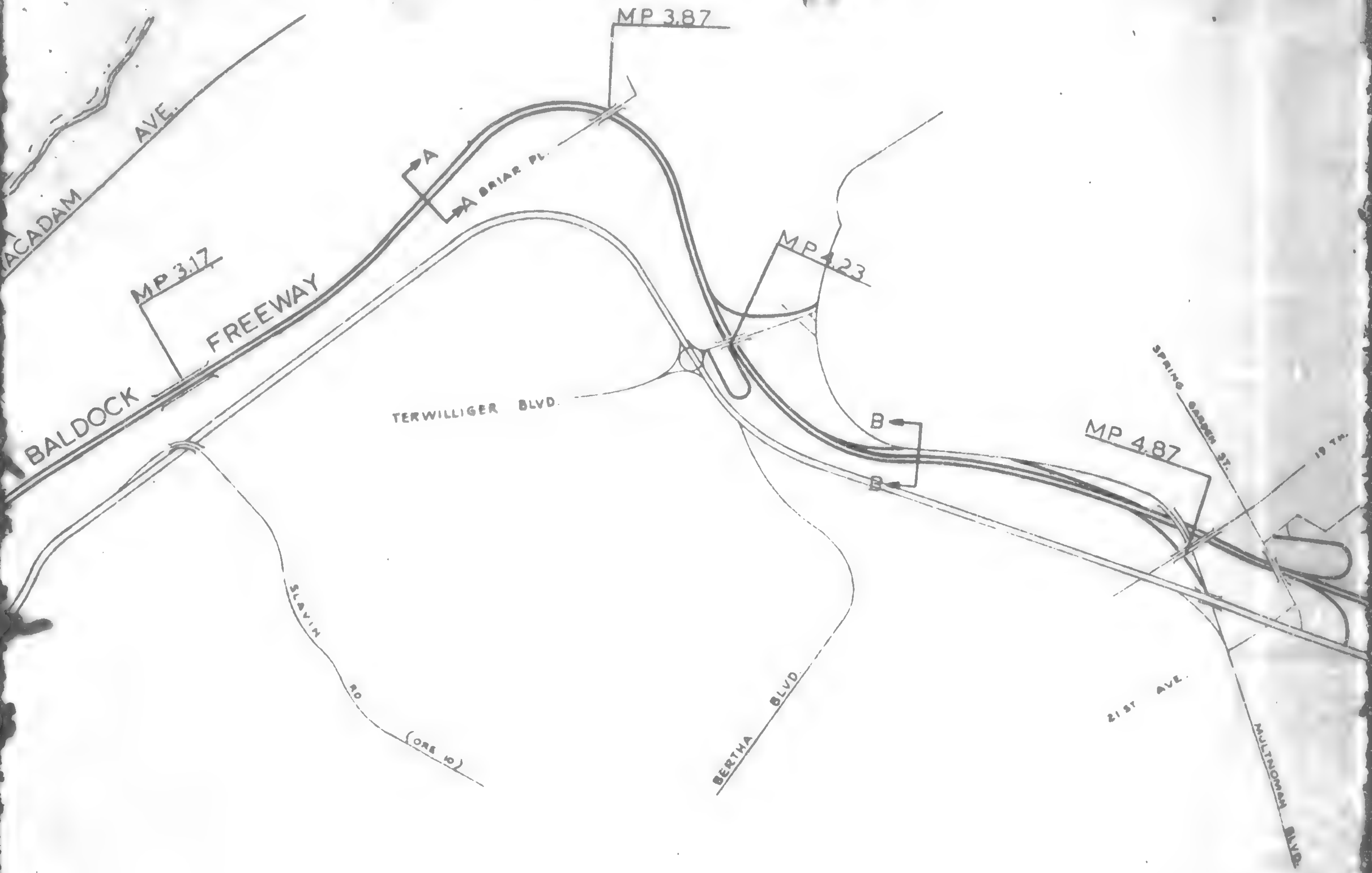
In closing, I might add that in the view of Sgt. Saunders, a highly trained police traffic officer, this location is No. 1 on his list of hazardous locations in need of treatment.

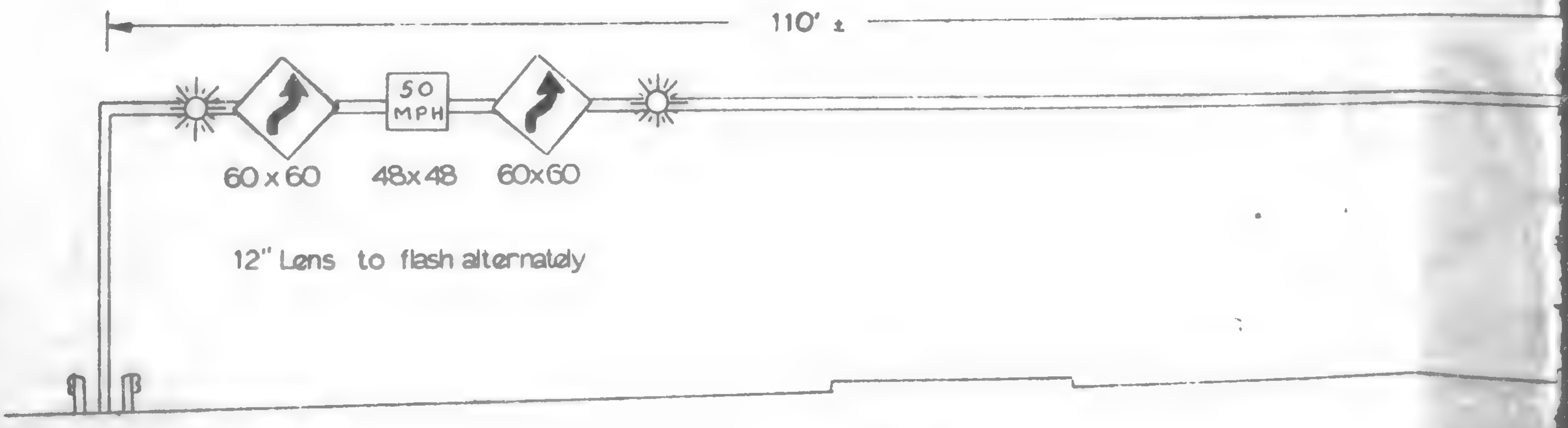
Dennis L. Peterson
Dennis L. Peterson
Metropolitan Traffic Engineer

DLP:pb

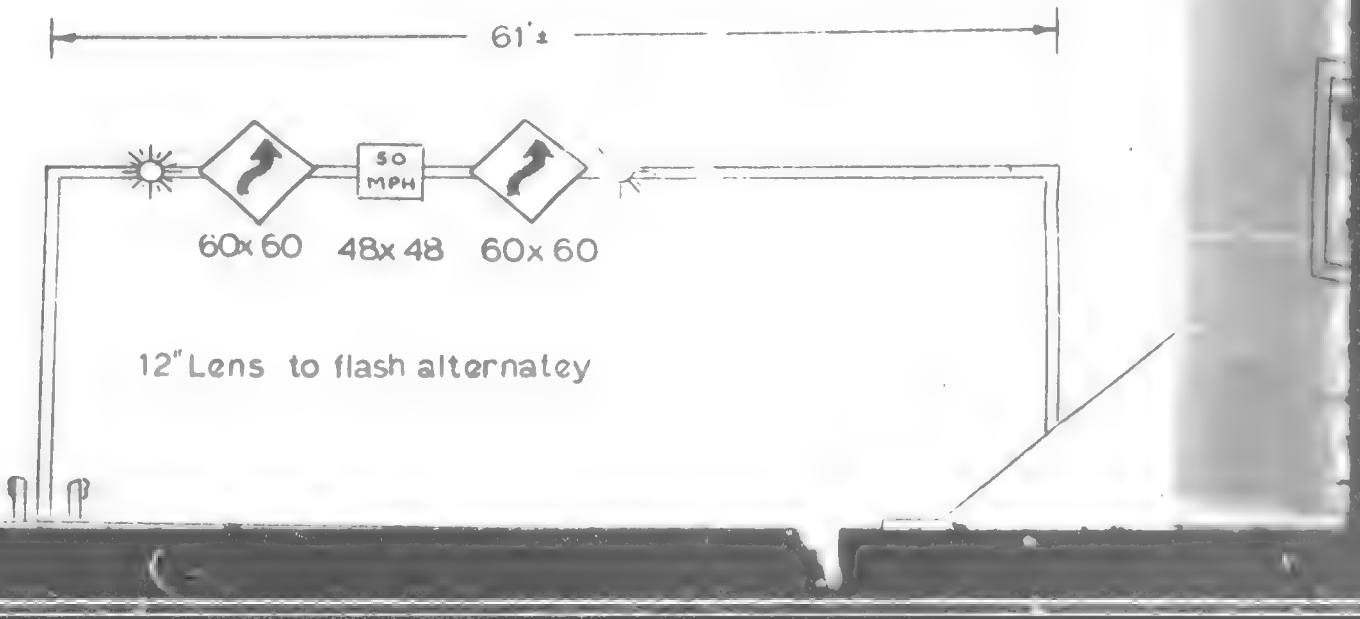
cc: L. W. Rulien ✓

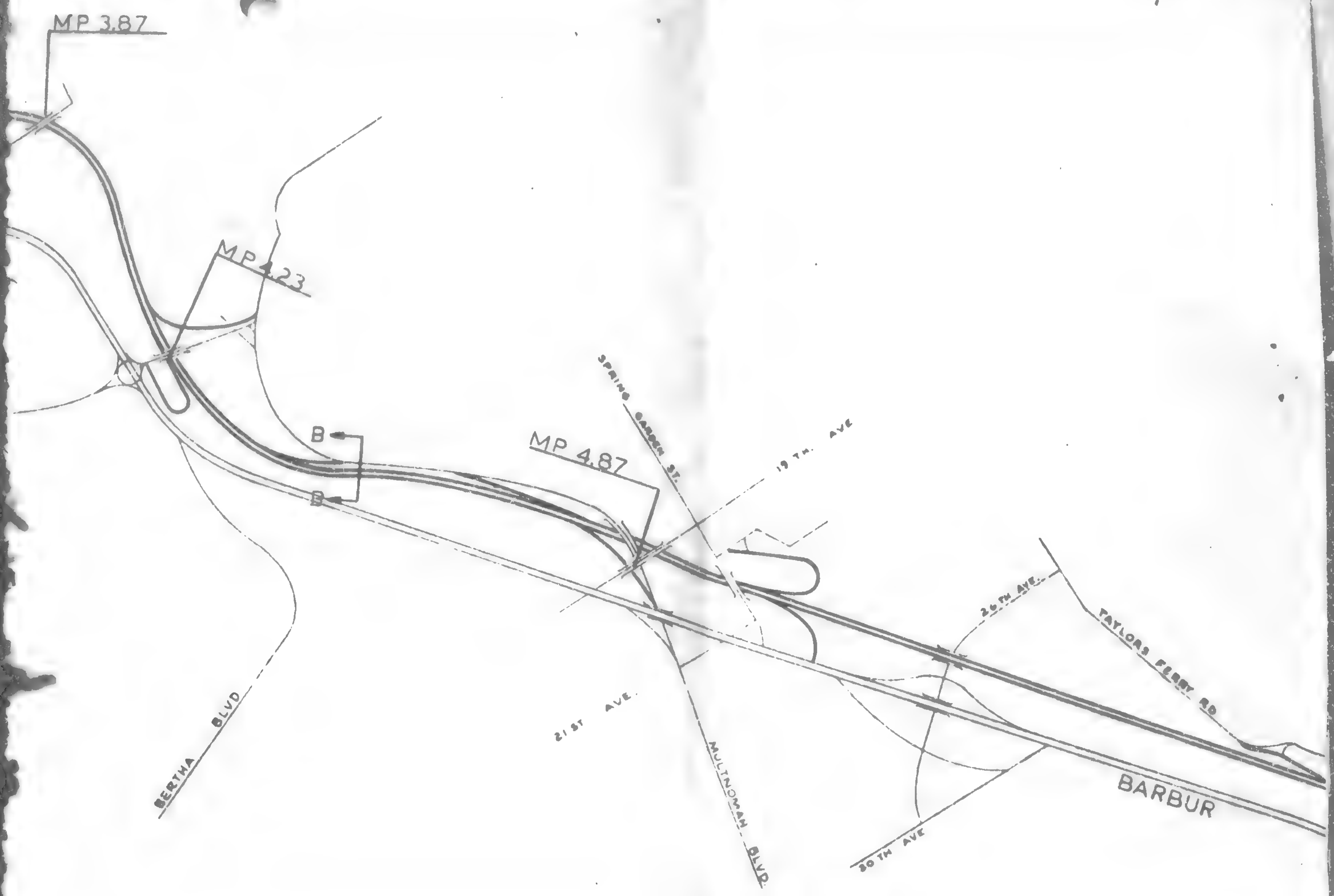
☐ DE ☐ ADE ☐ ADE ☐ OE
SEP 29 1969
☐ TE ☐ UE ☐ DES

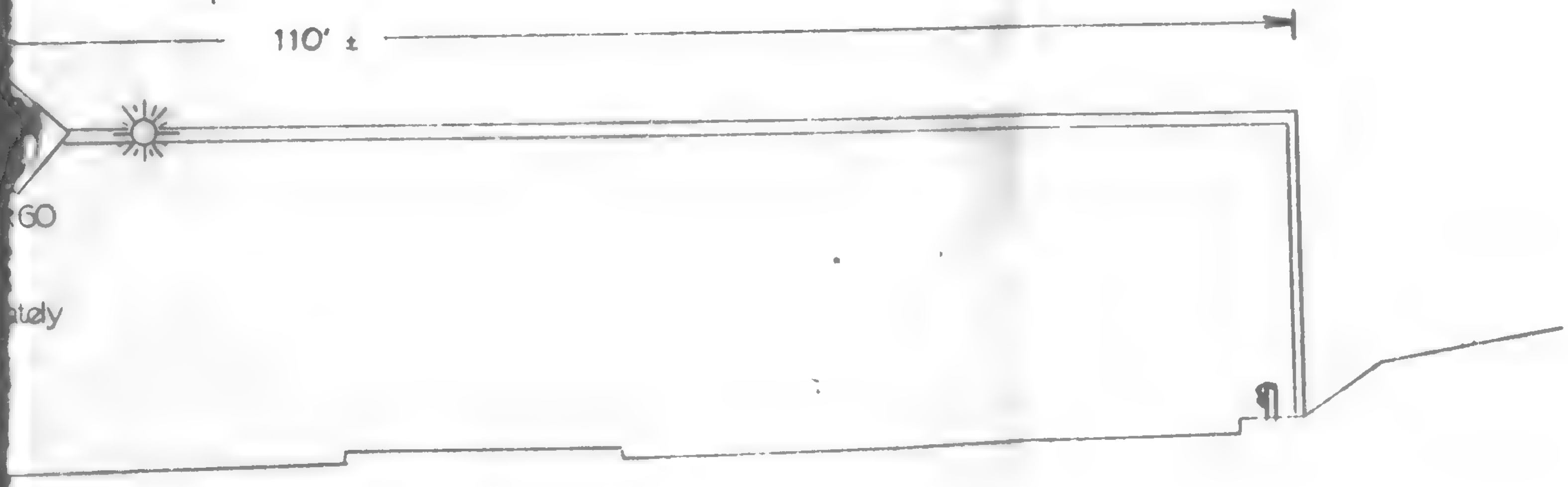




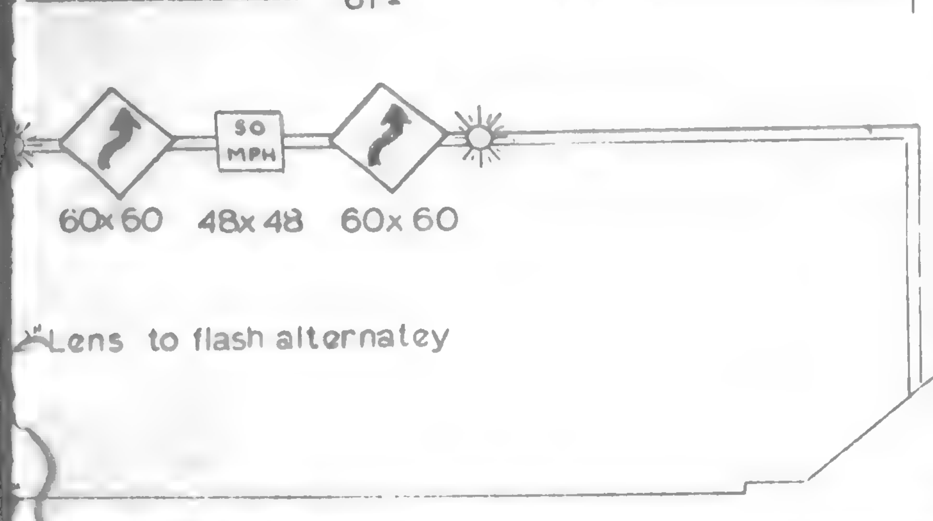
NORTH BOUND
SECTION B-B
Station 248+50







NORTH BOUND
SECTION B-B
Station 248+50



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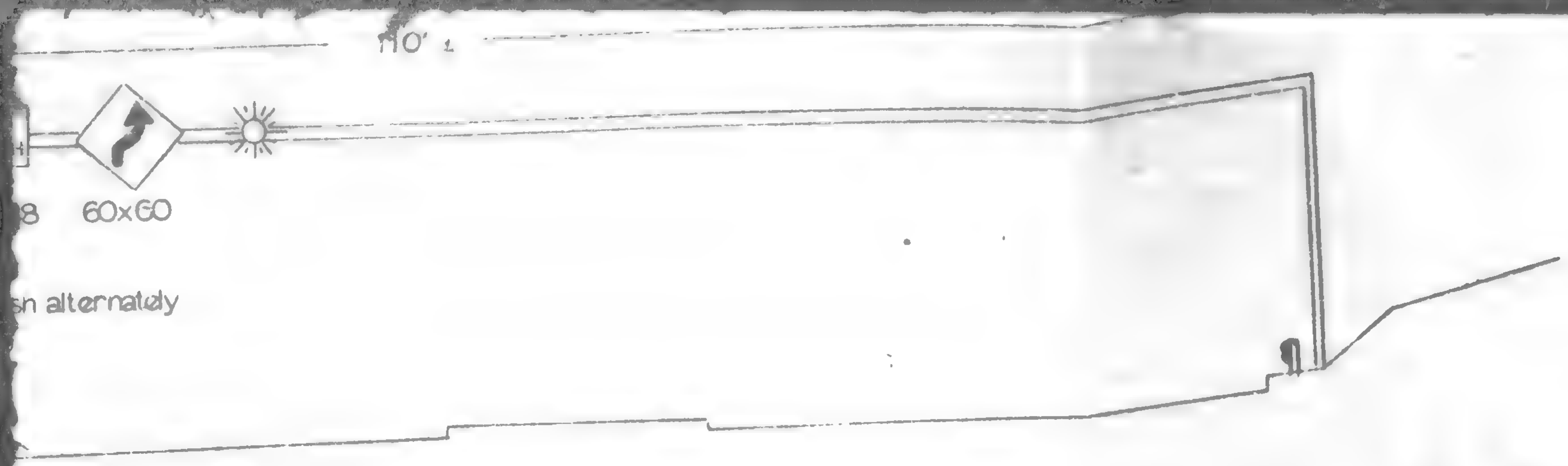
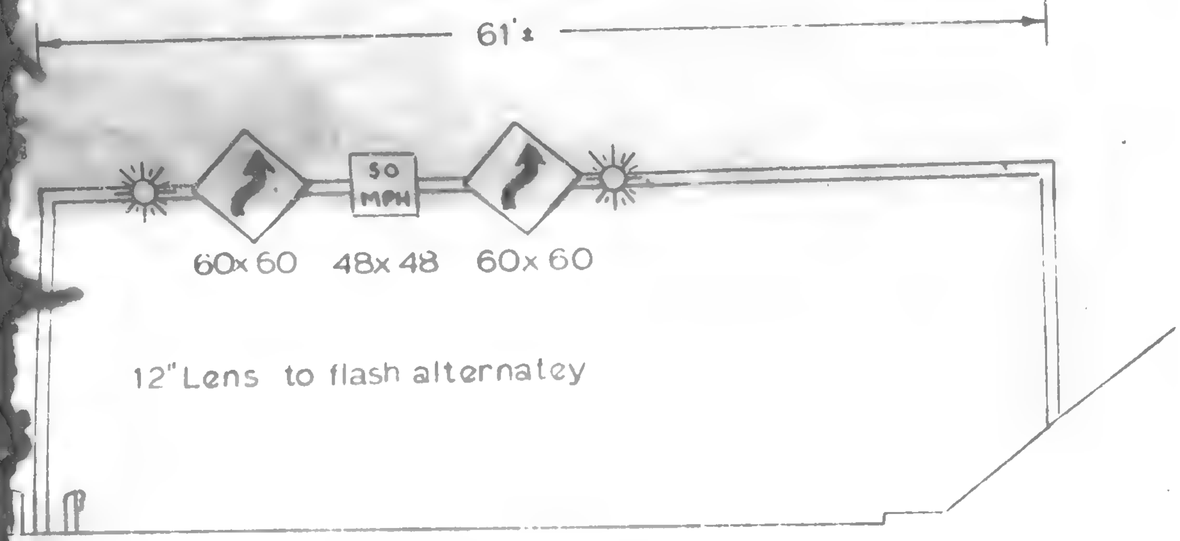
PROPOSED CURVE SIGNING
TWILLIGER BLVD VICINITY
BALDOCK FREEWAY



NORTH BOUND
SECTION B-B
Station 248+50



SOUTH BOUND
SECTION A-A
Station 194+00

PROPOSED CURVE SIGNING
TWILLIGER BLVD VICINITY
BALDOCK FREEWAY

RECEIVED
SEP 29 1969
FOR FILING

I-5-6(90)2[illegible]
7529

3065

September 29, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Terwilliger Boulevard Interchange, Pacific Highway (I-5), Multnomah County

As previously stated in our August 8 letter to you, we have studied this intersection to see if some revision could be made to reduce the backup onto Interstate 5 at the southbound Terwilliger Boulevard off-ramp.

Enclosed is a plan which it is felt will accomplish this. This plan will remove the existing traffic circle and substitute an at-grade loop-type movement; the object being to provide traffic signals for both right turns onto Terwilliger from Barbur Boulevard and the freeway as well as the local intersection. By combining the moves, as shown on the enclosed plan, it will be possible to give considerable "green" time to the freeway off-ramp and, by so doing, reduce the backup onto Interstate 5. This design has been estimated to cost approximately $125,000 including right-of-way, construction and traffic signals.

It is felt this revision is necessary to alleviate the congestion on the Interstate ramp and should, therefore, be eligible for Interstate funds.

Your approval of this needed safety revision with Interstate funds is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Crandall
D. J. Barbee
A. E. Johnson

DNS:jp srb

Enc.

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 12, 1969

To: Tom Edwards
Asst. Highway Engineer
BUILDING

SUBJECT: Intersection
Barbur Blvd.(US99) &
SW Terwilliger
Portland

Herewith plan on possible revision at the subject location. The cost is estimated to be $95,000.

F B Crandall
F. B. Crandall
Traffic Engineer

FBC:njc
Attachment

Routing
1 Barbee
2 Hall
A. Olson
Sample
Terpin
Swenson
Trout T
Wills
Heckleman
Scott
R. Olson
Carstensen

RECEIVED
SEP 19 1969
DESIGN
DIVISION

Fred
This should be
attached to any
improvement
Baldock
E

RECEIVED
SEP 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
L.E. GEORGE

7 5 2 4

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~Bureau of Public Roads~~
Box 300
Salem OR 97308

DATE: September 24, 1969

In reply refer to: 08-35-DA

Klaboe

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon
for B. H. Brooks

SUBJECT: Oregon Project I-5-6(64)295
Terwilliger Boulevard and Briar Place curves

Mr. Klaboe's letter dated August 8 again sought our concurrence in the request made in the Highway Division's letter of February 17 to modify the curves on Interstate Route 5 at Terwilliger Boulevard and Briar Place in Portland.

This modification would consist of increasing the rate of super elevation on the curves to .13 of a foot per foot. This change in the super would also require the modification of the Briar Place structure to obtain the necessary vertical clearance. It is estimated that these modifications would cost about $740,000. This office has previously approved the installation of a General Motors type guardrail throughout this section, which is estimated to cost $200,000.

Mr. Klaboe's letter also requests our concurrence in a modification of the northbound on ramp acceleration lane to provide the standard 1000-foot length.

Mr. Brooks and I discussed the above matters with Mr. Klaboe early in September. It was explained at that meeting that other provisions should be made to adequately warn traffic of the design speed of these curves. We do not believe that increasing the design speed through these curves from 50 to 54 miles per hour warrants the expenditure of $740,000. We again recommend that other means be undertaken to encourage speeds within the design limitations as they now exist.

Barbee discussed with Klaboe.
Final design to prepare [illegible] U.S.
copies to Edwards
Barbee

Orig to Barbee
10-15-69

Routing 9-25-69
1 Sabee
2 [illegible]hall
3 A. Olson
Sample
Turpin
Swenson
4 Edwards
5 Wright
Scott
Carstensen

RECEIVED
OCT 15 1969
DIVISION

RECEIVED
SEP 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Terpin
Copy Go [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 15 1969

FOR FILING

I-5-6([illegible])1576
7529

August 14, 1969

1625

Ms. Laura C. Johnson
Public Accountant
Johnson Building
12289 S. W. Main Street
Tigard, Oregon 97223

Dear Ms. Johnson:

Your letter of June 24 commented on traffic conditions on the curve on Interstate 5 south of Terwilliger Boulevard in the vicinity of the Fred Meyer Burlingame Store. We have delayed answering your correspondence on this matter in order to obtain some precise construction information from the field and also in order to thoroughly research our office traffic data throughout this section.

The accident data on record with the Highway Division indicates that the majority of accidents occurring in this section are not of the type caused by curvature and highway alignment. Observations do indicate that vehicle operating speeds through this section are somewhat higher than the designated speed of 55 MPH.

In order to more properly instruct vehicle operators in both directions of travel, we will install several additional designated speed signs to keep drivers informed throughout this section that they are operating in a speed zone section of highway.

A check of the construction in the field indicates that the curve is properly superelevated, assuming that drivers obey the speed restriction throughout the section.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien (enc.)

LEG:mk ja

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

August 12, 1969

SUBJECT: Hazardous Curve
Pacific Highway
South of Terwilliger Boulevard

Assignment TE 7625

To: **Tom Edwards**
Assistant State Highway Engineer
BUILDING

The attached correspondence from Mrs. Johnson involved the curve on Interstate 5 immediately south of Terwilliger Boulevard, or at least immediately west in that particular section.

I have delayed completion of this assignment in order to obtain a report on the curvature and superelevation from Larry Rulien. The information that Larry transmitted to us is summarized as follows:

> This is a compound curve. For northbound traffic a 7°-00' curve spirals into a 2°-30'. The stationing runs from north to south as follows:
>
> | Station | Point |
> |---|---|
> | 223+35.30 | P.S. |
> | 228+35.30 | P.S.C. 2°-30' curve |
> | 235+70.63 | P.C.S. |
> | 239+30.63 | P.S.C. 7°-00' curve |
> | 241+48.25 | P.C.S. |
> | 245+48.25 | P.T. |
>
> The following table shows the superelevation as reported by Rulien:
>
> | | Superelevation | |
> |---|---|---|
> | Station | Northbound | Southbound |
> | 233+00 | 0.057 | 0.053 |
> | 236+00 | 0.060 | 0.057 |
> | 238+00 | 0.072 | 0.070 |
> | 240+00 | 0.073 | 0.079 |
> | 241+50 | 0.070 | 0.073 |
> | 243+00 | 0.043 | 0.047 |
>
> Larry states that this is between 2/3 and 3/4 standard superelevation.

Our office investigation indicates that the so-called "safe speed" as measured with the ballbank is 55 MPH northbound and 50 MPH southbound. The section is zoned for 55 MPH both directions. Our observation indicates that operating speeds are higher in both direction.

During the three-year period 1966 to 1968 inclusive, there were 53 reported accidents in this 0.42-mile section. Of these, 18 involved southbound and 35 northbound traffic. Twenty-one (21) accidents were rear-end collisions and, at least in part, were probably not caused by curvature. The remainder seem attributable to alignment. Frankly, I have no faith in these accident data. The sudden jump from nine accidents in 1967 to 41 in 1968 is highly improbable. I have checked the decoding and found no errors. I suspect that there has been miscoding in both years.

The problem at this location is the compound curve. Short of major reconstruction, which is not practical, the only recommendation that I can think of that might help at this section would be the use of some extra "SPEED 55" signs both directions through this section. We only have one or two in each direction, and one or two additional signs might serve to remind the driver that they are still in a speed zone section. I have prepared a Suggested Draft to Laura Johnson based on this premise.

L. E. George

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachments

RECEIVED
AUG 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

LAURA C. JOHNSON
PUBLIC ACCOUNTANT
JOHNSON BUILDING
12289 S. W. MAIN STREET
TIGARD, OREGON 97223

TELEPHONE 639-1182

June 24, 1969

State Highway Commission
Salem, Oregon 97310

Attention: Glenn L. Jackson

Gentlemen:

I understand I am one of thirty three persons who had an accident on Interstate 5 near the Burlingame Fred Meyer Store on Sunday June 22nd and Monday the 23rd. I was traveling to Portland Sunday morning at 9:30 going 45 miles per hour and when approaching the down grade and nearing the turn, I very lightly stepped on my break which put me in a slide from which I could not recover, crashing into the guard rail and causing approximately $650.00 damage to my car.

Inasmuch as this spot has been the scene of many accidents previously, I am writing to inquire if the Highway Commission has made a study to see if the situation can be corrected. It appears the highway is banked the wrong way, and the least bit of rain after a dry spell causes a real treacherous situation. Aside from the exhorbitant cost of property damage and personal injuries, this situation does not help the insurance records of those involved.

As a director of the Tigard Chamber of Commerce and business woman in Tigard, I am real concerned regarding this situation and would appreciate your opinion.

Very truly yours,

Laura C Johnson

LAURA C. JOHNSON

lcj:j
cc Forrest Cooper
State Highway Engineer

RECEIVED
JUN 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 11 1969

FOR FILING

I-5-1(90)136
7522

August 8, 1969

2755

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Terwilliger Boulevard and Brier Place Curves, Lowell Street-21st Avenue Unit, Harbor Drive-Washington County Line Section, Multnomah County, Your Reference: 08-35.1

As a result of your letter dated February 25, we have taken a long look at the area in question. We could post the speed at 50 miles per hour through the area, as suggested, but it is doubtful many drivers would take heed.

Last month there was a letter in one of the Portland papers from a woman who had had an accident in this area. She remarked that it appeared the curve on which she lost control was tipped the wrong way. She also stated that she was one of some 30 or more accidents which occurred on June 22 and 23 in the Burlingame area of I-5. A spot check with the Motor Vehicle Division determined that the 30 figure could easily have been true.

We are all aware that many of the accidents occur at the on- and off-ramps to and from Terwilliger Boulevard. At present, the Traffic Division is studying the southbound off-ramp and the whole complex at the Burlingame traffic circle. Their suggested improvements will be submitted to you at a later date.

As for our proposal, we not only reiterate that which was requested by letter of February 17, but wish to add to it the construction of an acceleration lane extension to the on-ramp northbound to provide a standard length of 1,000 feet. Our Traffic Division feels this safety feature will reduce the accidents. This total package is estimated to cost $850,000.

Due to the design speed of the remainder of I-5 through the Portland area, we feel most strongly that our request should be approved as the logical solution to the problem. Your concurrence in this as a safety project is again requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
A. E. Johnson

Tom Edwards
E. B. Crandall

DNS:jb srb

FORM FHWA-121A (2-68)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 25, 1969

In reply refer to: 08-35.1

L. R. Backlund

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(64)295
Terwilliger Boulevard and Brier Place Curves
Lowell Street - 21st Avenue Section, Pacific Highway

Careful consideration has been given to Mr. Klaboe's letter of February 17 requesting concurrence in a proposal to include modification of the superelevation of two curves and raising of the Brier Place structure.

You are aware that by memorandum of December 12 we approved G. M. median rail from Multnomah Boulevard to Sheridan Street as a safety project. Circumstances during the past winter suggest that the rate of super proposed may create serious operational problems when weather conditions are adverse.

A 50-MPH speed zone in this area would meet the highway conditions inasmuch as geometrics comply with this design speed. While it is recognized that this is a departure from existing travel habits, before considering an expenditure of the magnitude you propose it is suggested that a project of signing - or otherwise to encourage speeds within the design limitations as presently exist - should be considered.

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Heckleman
Scott
R. Olson
Carstensen

RECEIVED
FEB 28 1969
DESIGN
DIVISION

RECEIVED
FEB 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Show glued
down cat eyes
for lane delineation

Est. lowering grade
rather than raising
it

List accidents + maint.
problems - we do more

.13 super (standards)

.13 super SB - same NB with raise in shoulder

RECEIVED
FEB 17 1969
FOR FILE

I-5-6(70)296
7529

February 17, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Terwilliger Boulevard and Brier Place Curves
Lowell Street-21st Avenue Unit, Harbor Drive-
Washington County Line Section
Multnomah County

By letter of December 12 you approved construction, as a safety project, of G. M. median rail from Multnomah Boulevard to Sheridan Street on the Baldock Freeway.

Enclosed are three copies each of plans and a typical section covering proposals for increased super at the curves between Stations 199+37 - 220+42 and Stations 235+70 - 245+50. The estimates which we have prepared include only the additional costs over and above the approved G.M. rail. Unit "A", Station 199+37 to Station 220+42, is estimated to cost $698,000 and includes raising the Brier Place structure to provide standard clearance. Unit "B", Station 235+70 to Station 245+50, is estimated to cost $146,000.

Your approval of this additional safety project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Encs.

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
A. E. Johnson

DNS:jp srb

RECEIVED
DEC 16 1968
FOR FILING

I-5-6(70)276
7529

Klaboe

...ATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 12, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-6(64)295 Montgomery Street - Sheridan Street

Mr. Klaboe's letter dated December 9, 1968 requested our concurrence in extending the G.M. type guardrail installation northerly from the Iowa Street structure to Sheridan Street on I-5. He also requested our concurrence in this same type of installation on I-405 from Moody Street to the present G.M. type rail installation in the vicinity of Montgomery Street.

This office concurs with your request to install the G.M. type rail on I-5 northerly from Iowa Street structure to the vicinity of Sheridan Street; however, we do not feel that the installation of the G.M. type of rail on I-405 between Moody and Montgomery Streets is warranted. This section of W beam rail is blocked out according to the new standards and the wider median width precludes the necessity to change this installation. The addition of extra posts to make the post spacing 6'3" would be an acceptable modification however.

Orig to Barbee w/note 12-16-68:

Please work up a job (Safety) on this. Early letting.

FBK

cc: Young

RECEIVED
DEC 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 10 1968

FOR FILING

I 5-6(70)296
7529

December 9, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Montgomery Street-Multnomah Boulevard Section
Stadium and Baldock Freeways, Multnomah County
Your Reference: 08-35-DA

Your letter of November 7 suggested that, as an alternative to upgrading the two curves at Terwilliger Boulevard and Brier Place, we consider installing a G.M. type median rail between Multnomah Boulevard and the Iowa Street structure. We have estimated this revision will cost approximately $200,000 to construct.

We concur that this plan has merit; however, we feel that the G.M. rail should be continued northerly to where the Baldock spur to Harbor Drive splits near Sheridan Street. Also, it should be picked up on the west end of the structures over Moody Street and carried on the Stadium Freeway westerly to tie into the present G.M. rail under contract south of Montgomery Street. The Stadium portion and the areas on the Baldock where the rail splits for structure columns would be landscaped in the same manner as the portion now under contract. This extension is estimated to cost $400,000 to construct, making a total cost of $600,000. A sketch map is enclosed showing the limits of our proposal.

It is felt this plan will add greatly to the safety of this entire section and your approval of our total proposal for construction with Interstate funds is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
A. E. Johnson

DNS:jp srb

Enclosure

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 7, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

KLABOE

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(--)295
Lowell Street - 21st Avenue Section
Pacific Highway

Mr. Klaboe's letter dated October 17, 1968 requested concurrence in a proposal to upgrade two curves on Interstate 5 in the vicinity of Terwilliger Boulevard and Brier Place.

This office is aware of the accident problem mentioned in your letter; however, the existing curves are in accordance with the minimum design standards set for urban freeways by AASHO. The 7° 30-foot curve with a 0.08 superelevation meets the 50-mile per hour design criteria.

This office does not think that sufficient warrants exist for realigning this section of I-5. The establishment of a 50-mile per hour speed zone throughout this area and northerly to the Marquam Bridge approaches should help alleviate this problem.

We would suggest that upgrading the median guardrail from the vicinity of the Multnomah Street Overcrossing northerly to a point near the Iowa Street structure would do much to reduce the severity of the pocketing now being experienced.

It may be appropriate to consider the possible installation of precast sections of the G.M. type median rail here. The guardrail improvement would be in line with the safety improvements suggested in the AASHO "Yellow Book" and would be eligible for upgrading with FAI funds.

orig to Barbee
w/ file
11-15-68

Routing
Barbee
Hall
A. Olson
Sample
Terp n
Swenson
Trout
Hockleman
Scott

RECEIVED
NOV 15 1968
DESIGN
DIVISION

RECEIVED
NOV 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 17 1968
FOR

I-5-6(70)
7527

October 17, 1968

2525

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Brier Place and Terwilliger Boulevard Curve Revision, Lowell Street-21st Avenue Section Pacific Highway, Multnomah County

Enclosed are three copies of a sketch map showing proposed revisions to the Pacific Highway alignment at Brier Place and Terwilliger Boulevard. As you are probably aware, this section of highway has experienced numerous accidents, the more recent of which have held up traffic for up to an hour. Existing curves are 70 and 7030' which we propose to ease to 50 curves. This will necessitate some revisions to the Multnomah-Terwilliger ramps and the Brier Place undercrossing.

The entire proposal has been estimated to cost $3,175,000 for construction and right-of-way. Your approval of this revision as a safety project with Interstate funds is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Encs.

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK 2525
F. B. Morgan
L. H. Young
DNS:jp srb L. W. Rulien

SU-559(3) N. Borthwick Ave.-N. Woolsey 197
Ave. Sec., FAS 940 (Columbia Blvd.
#7530 in Ptld. (Grad. & paving)

7530

April 26, 1972

General Insurance Co. of America
1900 S. W. 1st
Portland, Oregon 97201

Gentlemen:

A post-final payment for $1,111.97 will be made to Porter W. Yett Company on Contract No. 7530 for work on the N. Borthwick Avenue-North Woolsey Avenue Section of FAS 940 in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $210,971.16 including the post-final payment. Of the total $4,324.28 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Porter W. Yett Co.
6500 N. E. Ainsworth St.
Portland, Oregon 97218

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Kerr
L. W. Rulien

Date: 4/25/72

Floyd Query
Commission Secretary

A voucher has been prepared to pay

Contract No. 7530, Est. No. 12 post final, Date: to 10/18/71, Amt. $ 1,111.97

Contractor Porter W Yett Co.

Totals to date:	Paid to contractor	$	510,571.16
	Amount of force account	$	4,524.28
	Amount of retained percentage	$	—

Claims Section
Accounting Division

10/64

RECEIVED
APR 13 1972
FOR FILING

7530

April 13, 1972

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On March 27, 1972, we wrote to you concerning release of final payment on Contract No. 7530 awarded to Porter W. Yett Company for work on the North Portsmouth Avenue-North Woolsey Avenue Section of FAS 940 (N. Columbia Boulevard) in Multnomah County.

Final payment on this contract is $31,260.15 and the total contract amount is $309,459.19, including $4,524.28 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Porter W. Yett Co.
6500 N.E. Ainsworth St.
Portland, Oregon 97218

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
L. W. Rulien

Date: 4/13/72

Floyd Query
Commission Secretary

A voucher has been prepared to pay

Contract No. 7530, Est. No. 11 final, Date: to 10/18/71, Amt. $31,260.15

Contractor Porter W. Yett Co.

Totals to date: Paid to contractor $ 509,459.19
Amount of force account $ 4,524.28
Amount of retained percentage $

Claims Section
Accounting Division

10/64

FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 11, 1972

TO L. W. Rulien, Regional Engineer

7530

FROM

C. T. Keasey, Construction Engineer

SUBJECT Multnomah County FAS-C Projects

You have a copy of the Memo from Ted Boehme regarding the project records received for checking on the N. Columbia Blvd. Project, Contract No. 7530.

It appears that Multnomah County is again becoming quite lax in their record keeping. Possibly a meeting with Bob Nordlander would be in order to try to get this work back on track.

See what you can do and advise me of the results. We had it working pretty good at one time.

CTK:fw

cc A. E. Johnson

RECEIVED
APR 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

FORM E-30 (REV 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 3
April 7, 1972

SUBJECT:

To: Memo to the Files

N. Columbia Blvd. Cont. 7530
Res. Engr. C. B. Cummings
Multnomah County

From: Ted Boehme
Final Estimate Engineer

This job was constructed by a Multnomah County engineer. According to our standards, the deficiencies in data were many.

I had to have Res Eng. recopy a good portion of the general excavation notes because they were so messy they were not legible.

The pipe notes were not signed or dated, and are of such a style there is no place for entry of the total footage installed at any location. The engineer did sign and date the notes after until I asked him to, which really is after the fact.

There was no documentation for any price agreements until requested.

There were no summaries for any items except Material Rec. There was a summary for these, but was a xerox copy so dim it was not legible. When I requested a better one, I was sent an excellent summary.

There initially were no computations for water truck.

The concrete wall computations were so terse they were not understandable, nor were the notes identified as to which were which.

I estimate that a job this size would ordinarily take 3 days to check out in my office. I worked on it about 10 days. Counting back-check time, total elapsed checking time was 2 months.

I would recommend that the Regional Engineer check on the note-keeping on this type of job, and also check over the notes and computations when the semifinal is sent in for legibility, summaries and documentation of price agreements. I would also recommend that in the agreements on this type of contract, which are made between the Highway Division's County-City Section and various counties and other agencies, that there be some language specifying that they use our forms of cross section paper, pipe notes, indexes and summaries.

Multnomah County, in particular, sends in such poor notes and computations that my men and I draw straws for the "privilege" of checking their work.

cc C. T. Keasey ~~R. D. Asburry~~
~~L. W. Rulien~~ ~~H. S. Cox~~

SP*52475-734

RECEIVED

FOR FILING

7530

March 27, 1972

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen:

Contract No. 7530 awarded to Porter W. Yett Company for work on the North Borthwick Avenue-North Woolsey Avenue Section of FAS 940 (North Columbia Boulevard) in Multnomah County was completed on October 18, 1971, and accepted by the Highway Commission on March 23, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before April 1, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ki

cc Porter W. Yett Company
6300 N. E. Ainsworth Street
Portland, Oregon 97218

bc F. B. Morgan
Walt Hart
V. E. Skoog
Attn: John Kerr
L. W. Rulien

RECEIVED

7530

March 23, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7530 Work Completed October 18, 1971

Project North Borthwick Ave. - North Woolsey Ave.

Highway North Columbia Boulevard (FAS 940) County Multnomah

Type of Work Grading and Paving

Contractor Porter W. Yett Company

Recommended acceptance date March 23, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on April 4, 1972 for your formal concurrence.

VG:alc

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
F. D. Morgan
W. J. Hart

RECEIVED
FEB 8 1972

FOR FILING

SU-559(3)
7530

Salem, Oregon
February 4, 1972

Columbia Blvd.
Contract No. 7530

L. W. Rulien
Region Engineer
P. O. Box 02157
Portland, Oregon 97202

Returning 3 books of notes, index, 3 bundles of rock tickets, and asphalt plant reports on above project. Please forward to Multnomah County Engineer Cummings.

I want a pipe summary list made of all pipe installed together with station installed and trench excavation for each pipe.

I find no inspection signatures for any of the pipe manholes and catch basins installations. This is a FHA requirement.

I need a certifying statement that the 100% items 1, 2, 3, 7, 38, 39, 40, 41 and PA Nos. 3 & 7 were completed according to contract and specifications.

The index form used (E 329) is obsolete. You should get a new supply for future jobs.

There is no documentation data on the 9 price agreements.

Item 23 (Concrete in Sewers) needs Engineer's signature and date on Statement Book F1, page 16 that 2 cu.yds. of concrete used to encase 24" Storm Sewer. There are computations for all segments but that one.

Book F1, page 57, the extra work and materials due to engineering error is nonparticipating unless it can be shown FHA engineers agreed there to.

Item 34 shows computation for curb concrete. Do not check. My computations on page 84.

Book F3, clarify~~s~~ beginning and ending Station of trench excavation. Perhaps that is why I do not check.

The sewer pipe in book F3 is rather indefinite. Make a tabulated list of the various pipe showing station installed and date signed by Resident Engineer.

Bid Item 8 - How was water measured? I find no water truck measurements. Need water truck measurements unless water is metered.

No truck measurements for material measured by cubic yards.

Show method and computations for Asphalt in Mix, Items 11 and 15.

Back check Items 10, 12, 13 & 14. I do not agree with your estimate totals.

Item 18, I get 15340.33 lbs. of steel. Back check.

General Excavation (Item 4), I want the notes for the quantities not checked off unscrambled and rewritten so that they are legible with the remeasure for a section on the same page as the original ground.

Item 17 (Concrete Wall), for wall barrier at Bent 5 no deductions shown for columns. Please show as constructed dimensions on wall (N. Bothwick to N. Drummond Ave.) a semicircular addition has been added. Not clear how the dimensions fit. Show as constructed dimensions on wall (Bothwick-Delaware Ave.).

Ted Boehme
Final Estimate Engineer

cc: Ray Asburry

RECEIVED

FOR FILING

[illegible]
SU-559(3)
1530

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 5, 1972

In reply refer to: 08-35-FA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project SU-559(4)
N. Foss Ave. - N. Woolsey Ave. Section
Request for Minor Program Change

Reference is made to Mr. Young's December 2[illegible] letter on the above subject.

The program for this project included preparatory work under the character of proposed work and our July 14, 19[illegible], authorization included all actions necessary to advance the projects to completion. In that preliminary engineering was included in the railroad agreement estimate it is our opinion that this represents the preparatory work already programed and authorized and, therefore, no program change is necessary.

1-13-72

CC: L. H. Young

1-7-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

NOTED
E. S. HUNTER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 3 - 1972

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SU-559(3)

753044

DATE: December 27, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project SU-559(3)
N. Borthwick Ave. - N. Woolsey Ave. Section
Final Inspection

Orig Construction
cy Johnson
12-29-71

The corrective work on the guardrail installations was inspected on December 22 and found acceptable. However, the project has the remaining work to complete prior to our acceptance.

1. The county has a price agreement to install attenuators on the median pier of the O.W.R. & N. Railroad structure.
2. The gate installations at the railroad crossings have not been completed.

NOTED
A. E. JOHNSON

RECEIVED
DEC 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

AEJ.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 21 1971
FOR FILING

SU-559(3)
7530

December 20, 1971

Contract 7530

Mr. R. B. Kardin, Superintendent
Union Pacific Railroad Company
Post Office Box 8979
Portland, Oregon 97208

Dear Sir:

All work under Contract No. 7530, North Borthwick Ave.-North Woolsey Ave. Section of the N. Columbia Blvd. (FAS 940) Highway in Multnomah County, was completed October 18, 1971.

In accordance with the agreement with your company, final billing for flagging and other protective services on this project is to be submitted on or before February 15, 1972.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

VG:bb
cc: Jess Jones
T. W. Litchfield

RECEIVED
DEC 17 1971
FOR FILING

SU-559(3)

7530

File

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 16, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Re: Oregon Project SU-559(3)
N. Borthwick Ave.-N. Woolsey Ave.
Section

Dear Mr. Simpson:

Following final inspection of the subject project, you requested certain corrections to guardrail installations by letter November 29, 1971.

The corrective work is underway and will be completed within the next few days. Your early inspection and acceptance of the work would be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Deputy State Highway Engineer

ESH:kmb

bc: R. L. Porter
E. S. Hunter
F. D. Morgan
L. H. Young
L. W. Rulien

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1971

SUBJECT: Assignment No. 448-AEJ
N. Borthwick Ave.-N. Woolsey Ave. Section
Contract No. 7530
N. Columbia Boulevard

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

In reply to your assignment regarding subject matter, we submit the following:

"A work order was written to cover the relocation of guardrail as requested by the Federal Highway Administration people and the guardrail runs are being extended under the bid item. This corrective work either has been completed or will be completed in the next few days."

F D Morgan
F. D. Morgan
Construction Engineer

FDM:fw
Attach.

RECEIVED
DEC 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 29, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project SU-559(3)
N. Borthwick Avenue - N. Woolsey Avenue ~~Section~~
Final Inspection

Routing
Morgan
Johnson
Pease

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[illegible] 6 1971
CONSTRUCTION
DIVISION

A final inspection of the subject project was conducted on November 16 in company with Messrs. A. Harwood, OSHD, Tor Lyshaug and C. B. Cummings, Multnomah County. The project was found acceptable with exception of the guardrail installations.

The guardrail sections in question were located on the approaches to railroad crossings. The guardrail was installed at the request of the railroad for protection of their signal and gate units. Each of the six installations is approximately 50 feet in length, 4 feet behind the curb, no anchors, no tapers, no blockouts, 6-foot 3-inch spacing, and uses the State's standard Class "A" end sections.

Taking into account the roadside conditions throughout this route, the posted speed limit and the limited right of way the following recommendations were given to the County: All approach ends on the guardrail runs should have Type "B" end pieces. One run of rail should be relocated to enclose a power pole behind the rail. Two runs should be extended to encompass power poles immediately ahead of or following the rail ends. One run of rail required flaring.

The County was advised that these recommended modifications would make this project acceptable to the FHWA. They were also advised to discuss these recommendations with you before initiating the necessary changes.

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NOV 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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DEC 7 - 1971
FOR FILING

SU-559(3)
7530

Salem, Oregon
December 7, 1971

Contract 7530

Mr. F. D. Morgan
Construction Engineer

Mr. I. D. Merchant
Bridge Engineer

BUILDING

All work under Contract No. 7530, N. Borthwick Ave.-N. Woolsey Ave. Section of the N. Columbia Blvd. (FAS-940) Highway in Multnomah County, was completed October 18, 1971.

We request that your office return a signed copy of this letter indicating acceptance of the contract work or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Program and Planning Engineer

Construction Division
Bridge Division

Office Endorsement

Date____________________

Conditions noted on above date:

Construction Engineer
Bridge Engineer

VG:bb

cc: Virgil Boyd
John Jenkins
H. S. Cox
E. F. Saling
Donald L. Trout

SU-559(3)
7530

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: N. Borthwick Ave. to N. Woolsey Ave.

WEEK ENDING: October 23, 1971

SECTION PREFIX: 526-1037

HIGHWAY: N.Col. Blvd. FAS 940

COUNTY: Multnomah

NAME OF JOB: North Columbia Blvd.

KIND OF WORK: Grading & Paving

CONTRACTOR: Porter W. Yett Company

CONTRACT NUMBER: 7530

FEDERAL AID PROJECT NUMBER: SU-559 (3)

DATE OF CONTRACT: February 19, 1971

DATE WORK STARTED: March 15, 1971

ESTIMATED COMPLETION DATE: October 19, 1971

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1

SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: work (a) 180 (b) 230

WORK DAYS USED / CALENDAR DAYS USED: (a)179 (b)230

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: (a) 99.4% (b) 100%

PROJECT AUTHORIZATION: $ 564,195.50

EXCLUSIVE OF ENGINEERING: $ "

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ "

ENGINEERING AUTHORIZATION: $ 0

ENGINEERING COST TO DATE: $ 0

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 84.5%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 84.5%

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION 0 %

DATE PROJECT WAS COMPLETED: October 18, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.04	1.04			1.04
MILES PARTIALLY COMPLETED	1.04	1.04			1.04
MILES COMPLETED	1.04	1.04			1.04
TOTAL ESTIMATED QUANTITIES (CONTRACT)	27,700cy	21,000Ton			30,160Ton
TOTAL QUANTITIES CORRECTED TO DATE	27,700cy	25,000Ton			30,160Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	27,700cy	25,000Ton			30,160Ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

1 truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	17	Cloudy	1	0	
MONDAY	18	Cloudy	1	0	
TUESDAY					
WEDNESDAY					
THURSDAY					
FRIDAY					
SATURDAY					

Routing
Morgan
Decker
Johnsen

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OCT 28 1971
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work.
MONDAY	Paving concourse and cleanup.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Completed except for possible additional clean up and possible extra work, October 18, 1971.

SIGNED CB Cummings LOCATION 2115 SE Morrison
Portland 97214

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUL 2 - 1971
FOR FILING

Salem, Oregon
June 30, 1971

MEMO TO THE FILES

RE: N. Borthwick-N. Woolsey Section
Contract No. 7530
Daily Plant Reports, Bituminous Mixtures

SU-559(3)
7530

Ten daily plant reports covering PMBB and Class "B" mixtures placed between June 4 and June 17, 1971 were received on June 23, 1971. A review of these reports indicated several of the documentation problems previously encountered on projects supervised by Multnomah County were recurring. Problems noted on the submitted reports were:

1. Except for June 4, only one extraction text per day was being made.
2. No aggregate moisture tests reported.
3. Only three of the reports indicated non-specification material whereas there were actually seven which indicate non-compliance with the job mix formula shown.
4. Reports in general are incomplete.

I contacted Ernie Ragsdale at Dan Gano's office on June 25 to check on whether these items had been discussed at the June 15 meeting and if these reports in particular had been reviewed, and brought to the County's attention. He indicated a general coverage of all problems took place at June 15 meeting, but these particular reports were not reviewed as reports are not circulated through their office. He later informed me he had obtained copies of these reports and was meeting with L. E. Benjamin, Testing Technician, of Multnomah County.

On June 29, I again contacted Ernie Ragsdale and was informed the reports had been reviewed with L. E. Benjamin and Mr. Benjamin stated future reports would be properly prepared. Mr. Harwood had also been informed of the problem and was going to bring it to the attention of Mr. R. L. Nordlander, Director of Public Works, of Multnomah County.

MGlenn
M. D. Glenn
Quality Control Engineer

NOTED
A. E. JOHNSON

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

MDG:fw

cc A. E. Johnson ✓

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 22, 1971

To: MEMO TO THE FILE

SUBJECT: Materials Inspection
Multnomah County Projects
N. Delaware - N. Woolsey

On Tuesday June 15, Ernie Ragsdale and I met with Tor Lyshog, Spenc Hill, Clayton Arthur, Pete Cummings, Dick Dusa and L. E. Benjamin of Multnomah County to discuss material problems on the subject project and job control requirements in general.

We attempted to impress upon the county the need for full time plant inspectors and testing facilities located so that rapid results can be obtained and necessary corrections made to the asphalt product before to many tons are on the road.

Lyshog indicated their complete cooperation. He further indicated that the necessary steps would be taken to insure full compliance with all requirements.

L. W. Rulien
Regional Engineer

by

A. C. Harwood
Regional
Construction Engineer

ACH/bd
cc: F. D. Morgan
Attention: Dave Glen

Routing

4 Morgan
Decker
2 Bond
3 Walker
Boehme
Johnson

RECEIVED
JUN 23 1971
CONSTRUCTION
DIVISION

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Swan
1 Glenn my
Litchfield
Callaghan
[illegible]

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APR 5 - 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6318

TOM McCALL
GOVERNOR

SU-559(3)
7530

April 2, 1971

Porter W. Yett Company
6500 N.E. Ainsworth Street
Portland, Oregon 97218

NOTED
A. E. JOHNSON

Gentlemen:

Re: N. Borthwick Ave.-N. Woolsey Ave.
North Columbia Blvd.
Contract No. 7530

We have received concurrence by the Federal Highway Administration of our approval of your proposed Laborer training program on the subject contract.

Your cooperation in this matter is appreciated and will assure the success of this program.

Very truly yours,

F. D. Morgan
Construction Engineer

By
DE Swan
D. E. Swan
E.E.O. Engineer

DES:fr

bc: A. E. Johnson
L. W. Rulien
R. L. Nordlander

RECEIVED
APR [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1971
FOR FILING

SU-559/3
7530

March 9, 1971

Porter W. Yett Company
6300 N. E. Ainsworth Street
Portland, Oregon 97218

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7530 for work
on the North Borthwick Avenue-
North Woolsey Avenue Section of
FAS 946 (North Columbia Boulevard)
in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc General Insurance Co. of America
Portland Service Office
1900 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
R. L. Schroeder
Multnomah County Engineer

c

RECEIVED
MAR 31 1971
FOR FILING

SU559(3)
7530

February 24, 1971

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon 97204

MISC. CONTRACTS and
AGREEMENTS No. 4768

Attention: Harold Jensen
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Multnomah County, City of Portland, and the Oregon State Highway Commission concerning North Borthwick Avenue-North Woolsey Avenue Section of FAS 940.

A fully executed copy of this agreement is being retained for the Commission's files and two copies are being sent to the City of Portland.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

February 24, 1971

City of Portland
City Hall
Portland, Oregon 97204

Attention: George Yerkovich
Auditor

Gentlemen:

Attached for your records are two fully executed copies of an agreement with Multnomah County, City of Portland, and the Oregon State Highway Commission concerning North Borthwick Avenue-North Woolsey Avenue Section of FAS 940.

A fully executed copy of this agreement is being sent to Multnomah County and one is being retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February 22, 1971

SUBJECT: Construction-Finance Agreement
N. Borthwick Ave-N. Woolsey Ave Sect.
FAS 940
City of Portland and
Multnomah County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached for your signature of approval and the Highway Commission Secretary's certification are ~~three~~ five copies of the subject agreement.

Project approval was received at the Jan. 28, 1969 & June 2, 1970 Highway Commission meeting.

D. N. Harwell
D. N. Harwell
Coordinating Engineer
County and City Section

DNH:ljt
Att.

Fran
please distribute
FG

RECEIVED
FEB 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*92675-794

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 3-16	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Multnomah
PROJECT REPORT NO. 4	(PPM 21-7) 2-24-71	PROJECT NO. UG-559(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

N. Borthwick Ave. -
N. Foss Ave.-N. Woolsey Ave. Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-7-70 and 12-14-70	1.226
OTHER (Specify)		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 533,280.00	$ 338,846.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By FB Klaboe

Assistant State Highway Engineer
(Title)

By ____________________

(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G. Green
(Division Engineer)
For: R. K. Simpson

Date executed by Division Engineer 24 FEB 1971

February 22, 1971

Mr. R. H. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97301

N. Penn Ave.-N. Woolsey Ave.
Section
Project No. SU-559(3)

Dear Sir:

We are forwarding four copies each of project agreement estimate and project agreement for the above-listed project. Two copies of the project agreement have been signed by a Highway official.

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, subject: "Consideration of the overall interests of the public in the Federal-aid highway program for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

The specifications and proposal contain certifications conforming to Mr. J. R. O'Connor's memorandum of February 23, 1968, in regard to nonsegregated facilities.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.
DAR:dg

Oregon State Highway Division

Federal Aid
Project No. SU-559(3)

N. FOSS AVE.-N. WOOLSEY AVE. SECTION OF
FAS 940 IN MULTNOMAH COUNTY
SALEM, OREGON, FEBRUARY 22, 1971

Project agreement estimate.

Type Code 6201
Roadway (Sta. 303+44 to Sta. 318+00) (Sta. 322+50 to Sta. 352+50) (Sta. 400+00 to Sta. 419+93.75)

Temporary Protection and Direction of Traffic	All Required		$ 15,000.00
Clearing and Grubbing	All Required		800.00
Removal of Structures and Obstructions	All Required		800.00
General Excavation	27,700 cu.yd.	1.26	34,902.00
Sand Fill	500 cu.yd.	3.50	1,750.00
Trench Excavation	2,880 cu.yd.	3.50	10,080.00
Finishing Roadbed and Slopes	All Required		1,500.00
Watering	640 M-gal.	4.50	2,880.00
Structure Excavation	480 cu.yd.	9.25	4,440.00
Bituminous Base Mixture	19,000 ton	5.68	107,920.00
Asphalt in Bituminous Base Mixture	1,040 ton	31.00	32,240.00
Coarse Aggregate Base	21,000 ton	2.86	60,060.00
3/4" - 0 Aggregate Base in Footpath	1,320 ton	4.60	6,072.00
Class "B" Asphalt Cement Mixture	9,500 ton	5.68	53,960.00
Asphalt Cement in Mixture	620 ton	31.00	19,220.00
Asphalt in Tack Coat	7 ton	100.00	700.00
Class "A" Concrete in Walls and Barriers	150 cu.yd.	145.00	21,750.00
Reinforcement in Walls and Barriers	11,300 lb.	0.16	1,808.00
8-inch Sewer Pipe	1,250 lin.ft.	3.60	4,500.00
12-inch Sewer Pipe	2,300 lin.ft.	5.00	11,500.00
15-inch Sewer Pipe	1,270 lin.ft.	6.00	7,620.00
18-inch Sewer Pipe	500 lin.ft.	7.50	3,750.00
Class "A" Concrete in Sewers	10 cu.yd.	75.00	750.00
Installing 12-inch Pipe Under Railroad	50 lin.ft.	65.00	3,250.00
Installing 15-inch Pipe Under Railroad	270 lin.ft.	75.00	20,250.00
Concrete Manholes	16 only	400.00	6,400.00
Concrete Inlets, Type G-1	26 only	156.00	4,056.00

Concrete Inlets, Type CG-1	13 only	175.00	2,275.00
Setting Monument Boxes	5 only	30.00	150.00
Temporary Expendable Sump	4 only	75.00	300.00
Guard Rail, Type 1	55 lin.ft.	6.50	357.50
Concrete Walk	200 sq.yd.	4.95	990.00
Concrete Driveways	1,270 sq.yd.	6.05	7,683.50
Concrete Curbs	380 cu.yd.	41.45	15,751.00
Extra for Asphalt Approaches	7 only	35.00	245.00
Adjusting Manholes	28 only	50.00	1,400.00
Reconstructing Concrete Manholes	1 only	500.00	500.00
SIGNING			
Removal of Sign Support Footings	All Required		300.00
Sign Support Footings	All Required		2,690.00
Modification of Sign Bridge at Sta. 307+90	All Required		2,400.00
Move Butterfly Sign Structure at Sta. 309+00	All Required		600.00
			$473,600.00
Flagging (60% of Contractor's Cost)	All Required		$ 6,000.00
Erosion Control	All Required		1,500.00
Testing Lab Fees	All Required		2,500.00
Permanent Striping	All Required		200.00
Temporary Striping	All Required		200.00
On The Job Trainee ($0.80 Per Hr.)	All Required		800.00
			$ 11,200.00
	Subtotal		$484,800.00
	Engr. & Cont.		48,480.00
	Total		$533,280.00

Length of Project	1.226 miles	
Cost of Roadway Per Mile	$434,975.53	
Federal Funds	$338,846.00	
State Funds	97,217.00	
County Funds	97,217.00	
Total	$533,280.00	
Railroad Protective Cost	All Required	$ 2,800.00
Other Railroad Cost	All Required	52,300.00
		$ 55,100.00

*Note: Railroad costs will be charged to Project No. SU-559(3).

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%

Prefix 526-1037
Contract No. 7530

N. FOSS AVE.-N. WOOLSEY AVE. SEC.

R.R. PROTECTIVE COST U.P.R.R.

Figure One Flagman For Two Months
Figure One Engineer-Inspector For Two Weeks

Engineer-Inspector @ $891/Month
Salary - 891 x 1/2 = $445.50
+ 35% Additives = 155.93
Total Salary $601.43

Expenses @ $2.00/Day
14 x 2 = $28.00

Equipment Rental @ $9.50/Day
14 x 9.50 = $133.00

Total Cost of Engineer Inspector - $762.43

Flagman @ $3.67/Hr.
Wages ST $3.67 x 8 hr x 44 days = $1,291.84
OT 3.67 x 1.5 x1 x 44 = 242.22
Subtotal $1,534.06
+ 35% Payroll Additives 536.92

Total Wages $2,070.98

Total R.R. Protective Costs - $2,833.41

State will stand $2,800 R.R. Protective Cost.

RECEIVED
FEB 19 1971

511-55-7(3)
7530

February 19, 1971

Porter W. Yett Company
6500 N. E. Ainsworth Street
Portland, Oregon 97218

Gentlemen:

The State Highway Commission on February 1, 1971, accepted your proposal for work on the North Borthwick Avenue-North Woolsey Avenue Section of FAS 940 in Multnomah County for the sum of $473,600 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7530.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 3, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

F. D. Morgan
R. L. Schroeder
William Geibel (SAIF)
I. D. Merchant
Multnomah County Engineer

RECEIVED
FEB 8 - 1971
FOR PLANS

311-559(3)
7530

February 3, 1971

Porter W. Yett Company
6500 N. E. Ainsworth Street
Portland, Oregon 97218

Gentlemen:

The State Highway Commission on February 1, 1971, accepted your bid in the amount of $473,600 on the North Borthwick Avenue-North Woolsey Avenue Section of FAS 940 in Multnomah County, which was the low bid received for that job on January 28, 1971.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of ". . . . the number of trainees to be trained in each selected classification. . . ." before you can commence construction. This shall be accomplished at the pre-construction conference and no work can be started until this matter is resolved.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as approval of Multnomah County is received and $112,800 is deposited by the County. When these conditions have been fulfilled we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ml

bc F. D. Morgan
I. D. Merchant
R. L. Schroeder
Multnomah County Engineer
William Geibel (SAIF)

RECEIVED
JAN 26 1971
UTILITY UNIT

FOR FILING

OREGON STATE
HIGHWAY DIVISION

SU-559(3)
7530

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

January 7, 1971

Union Pacific Railroad Company
Portland General Electric Company
Pacific Power and Light Company
Pacific Northwest Bell Telephone Company
Northwest Natural Gas Company
Portland Water Bureau
Portland Bureau of Sewage & Refuse Disposal

Re: Construction Plans
N. Borthwick Avenue-N. Woolsey
Avenue Section
FAS 940 (Columbia Boulevard)
Multnomah County
Project No. SU-559(3)

Gentlemen:

Herewith are construction plans for your use in the adjustment and/or protection of your facilities on the above captioned project.

Bids for this project will be received by the Oregon State Highway Commission on January 28, 1971.

The Engineer for this project will be Mr. Robert Nordlander, Director of Public Works, 2115 S.E. Morrison, Portland, Oregon 97214. The Regional Utilities Engineer is Mr. Dick Rumbolz, P.O. Box 02157, Portland, Oregon 97202.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Mr. Robert Nordlander
A. E. Johnson
H. S. Cox
L. W. Rulien
Dick Rumbolz

[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1970
FOR FILING

FORM PR-1240

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
SU-559(3)

STATE PROJECT NO.
NORTH BOTHWICK AVE. - NORTH WOOLSEY AVE. SECT.

COUNTY NAME
MULTNOMAH

PROGRAM STAGE *(Check)*
☐ 1 ☒ 2

PROGRAM NO.

ITEM NO.
S-1035

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

12-14-70

TO:
MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young 12-21-70

T. B. [illegible]

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
DECEMBER 14, 1970

FEDERAL ROUTE NUMBER
FAS ROUTE 940

STATE ROUTE NUMBER
COUNTY ROAD

LIMITS OF AUTHORITY
IN OUR JULY 7, 1970 PROGRAM APPROVAL LETTER YOU WERE AUTHORIZED TO PROCEED TO COMPLETION WITH THE CONSTRUCTION OF THE NORTH FOSS AVE - NORTH WOOLSEY AVE. SECTION, HOWEVER, ALL BIDS RECEIVED ON 8-13-70 WERE REJECTED AS BEING TOO HIGH. THIS PROJECT WAS REVISED BY PR-9 ON DECEMBER 11, 1970 BY EXTENDING THE PROJECT 1.84 MILES EASTERLY TO INCLUDE ADDITIONAL WORK.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS & PROCEED WITH CONSTRUCTION
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
THE 11' LANES AND 3' SHOULDERS HAVE BEEN APPROVED AS AN EXCEPTION TO THE SECONDARY ROAD PLAN DESIGN CRITERIA.

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE REVISED PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT IS LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

NOTED
TOM EDWARDS

RECEIVED
DEC 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-14-70		for DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

OREGONIAN, Portland
OREGON JOURNAL, Portland
DAILY JOURNAL OF COMMERCE, Portland

November 27, 1970

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the City of Portland, Multnomah County, Oregon, relative to the proposed construction of the N. Borthwick Avenue-N. Woolsey Avenue Section of N. Columbia Blvd.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Friday, December 4, 1970, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-4526, Salem; or you may call Mr. L. W. Rulien, Regional Engineer, 654-7741, extension 262, Milwaukie.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:ljt
Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting (526-1467-980)
County and City Section
Public Information
L. W. Rulien, Regional Engineer

R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
B. L. Gifford

NOTICE
REGARDING LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Multnomah County Board of Commissioners, has approved the location and design of the North Borthwick Avenue-North Woolsey Avenue Section of North Columbia Boulevard in the city of Portland, Multnomah County, Oregon.

The proposal consists of constructing intermittent four-lane curbed street sections on North Columbia Boulevard between North Borthwick Avenue and North Woolsey Avenue. Appropriate signalization of railroad crossings will also be installed.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

RHP:mm
11/27/70

OREGONIAN
OREGON JOURNAL
DAILY JOURNAL OF COMMERCE

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
November 24, 1970

SUBJECT: N. Borthwick Ave.-N. Woolsey Ave. Sect.
N. Columbia Blvd, FAS 940
Multnomah County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a location-design approval form for the subject FAS-C project. Please return an approved copy to this office for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

We will proceed to place the required notices in the proper news media.

Robert H Prange
Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt
Att.

NOTED
F. B. KLABOE

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor Wolfe
F. L. Hall
L. H. Young
R. N. Chase
B. L. Gifford

approved copy
to COX 11-30-70

RECEIVED
NOV 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*92478-794

LOCATION - DESIGN APPROVAL

COUNTY: MULTNOMAH

SECTION: N. Borthwick Avenue-N. Woolsey Avenue

FAS NO.: 940

ROAD NAME: N. Columbia Blvd.

PROJECT DESCRIPTION: Construct intermittent four-lane curbed street sections varying in width from 43.6 feet to 64 feet between curbs on N. Columbia Blvd. between N. Borthwick Avenue and Woolsey Avenue, including appropriate railroad signalizations.

ESTIMATED COST: $600,000

HIGHWAY COMMISSION APPROVAL: June 2, 1970

HEARING: Note required

STATE CLEARINGHOUSE REVIEW: August 7, 1970

SECTION 204 REVIEW: August 21, 1970

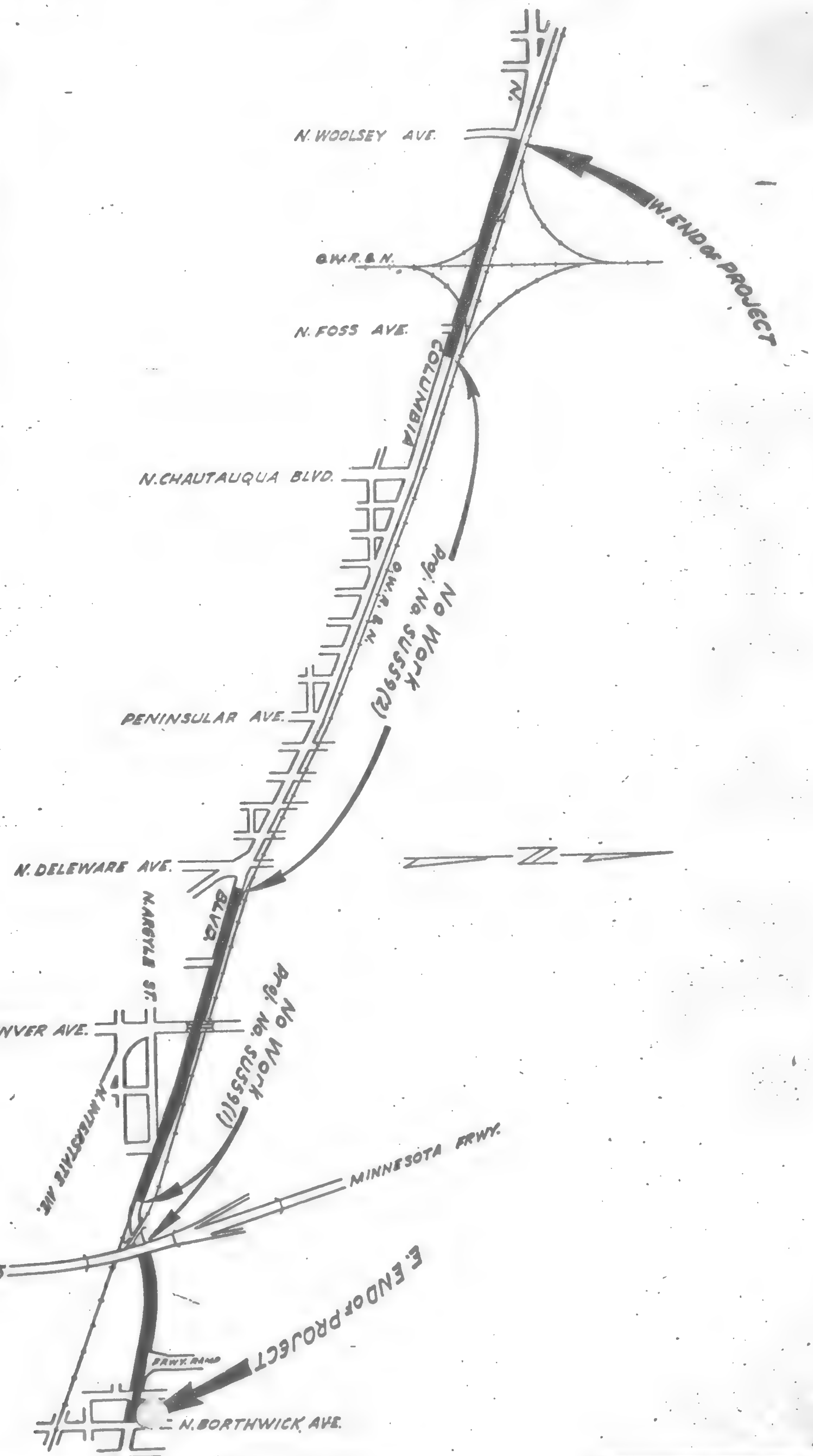
REMARKS: The N. Borthwick Avenue-N. Woolsey Avenue Section includes the N. Foss Avenue-N. Woolsey Avenue Section for which bids were received and rejected at the August 13, 1970 bid letting.

APPROVED: November 25, 1970 19___

Klaboe

Assistant State Highway Engineer

N.BORTHWICK AVE.-N.WOOLSEY AVE. SECT.
N. COLUMBIA BLVD.
FAS 940
MULTNOMAH COUNTY



MEMO TO FILES
11/24/70

Re: Hearing Requirements
N. Borthwick Avenue-N. Woolsey Avenue Section
N. Columbia Blvd., FAS 940
Multnomah County

The Multnomah County Board of Commissioners held a public hearing on December 27, 1966 for the proposed construction of the N. Albina Avenue-N. Oregonian Avenue Section of N. Columbia Blvd., FAS 940.

The proposed improvement covered an approximate three-mile section of N. Columbia Blvd, and involved the construction of a four-lane facility with a center median for left turn lanes where needed.

Since that time various segments of the three-mile section have been programmed and constructed both as FAS-C projects and as county projects, and all projects have been constructed using the original four-lane design concept. It is now proposed to construct the final segment from N. Borthwick Avenue to N. Delaware Avenue as part of the subject N. Borthwick Avenue-N. Woolsey Avenue Section. (Note that the portion from N. Foss Avenue to N. Woolsey Avenue, which is also a part of the subject section, met all hearing and design approval requirements; however, since all bids received at the August 13, 1970 bid letting were rejected as being too high, Multnomah County requested that it be combined with the N. Borthwick Avenue-N. Delaware Avenue portion and be known as the N. Borthwick Avenue-N. Woolsey Avenue Section.)

Due to the fact that Multnomah County has diligently and continually pursued the construction of N. Columbia Blvd. between N. Albina Avenue and N. Oregonian Avenue to a four-lane standard both with county funds and Federal funds as proposed at the 1966 public hearing; and, since the portion between N. Borthwick Avenue and N. Delaware Avenue is the final stage of the four-laning of N. Columbia Blvd., an additional public hearing will not be required.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

cc: FHWA
F. B. Klaboe
F. L. Hall
L. H. Young
R. N. Chase
B. L. Gifford

RECEIVED
NOV 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
NOV 18 1970
FOR FILING

November 17, 1970

OREGONIAN, Portland
OREGON JOURNAL, Portland
DAILY JOURNAL OF COMMERCE, Portland

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the City of Portland, Multnomah County, Oregon, relative to the proposed construction of the N. Borthwick Avenue-N. Woolsey Avenue Section of N. Columbia Blvd.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Friday, November 20, 1970, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-4526, Salem; or you may call Mr. L. W. Rulien, Regional Engineer, 654-7741, extension 262, Milwaukie.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

BMP:ljt
Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting (526-1467-980)
County and City Section
Public Information
L. W. Rulien, Regional Engineer

R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
B. L. Gifford

NOTICE
REQUESTING LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Multnomah County Board of Commissioners, after study of the engineering and socio-economic aspects, has requested the Oregon State Highway Division's location and design approval of the N. Borthwidk Avenue-N. Woolsey Avenue Section of N. Columbia Blvd. in the City of Portland, Multnomah County, Oregon.

The proposal consists of constructing intermittent four-lane curbed street sections on N. Columbia Blvd. between N. Borthwick Avenue and N. Woolsey Avenue. Appropriate signalization of railroad crossings will also be installed.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

RHP:ljt
11/17/70

OREGONIAN
OREGON JOURNAL
DAILY JOURNAL OF COMMERCE

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section N. BORTHWICK AVE. - N. WOOLSEY AVE. Highway F.A.S. 940 County Multnomah Prefix ____

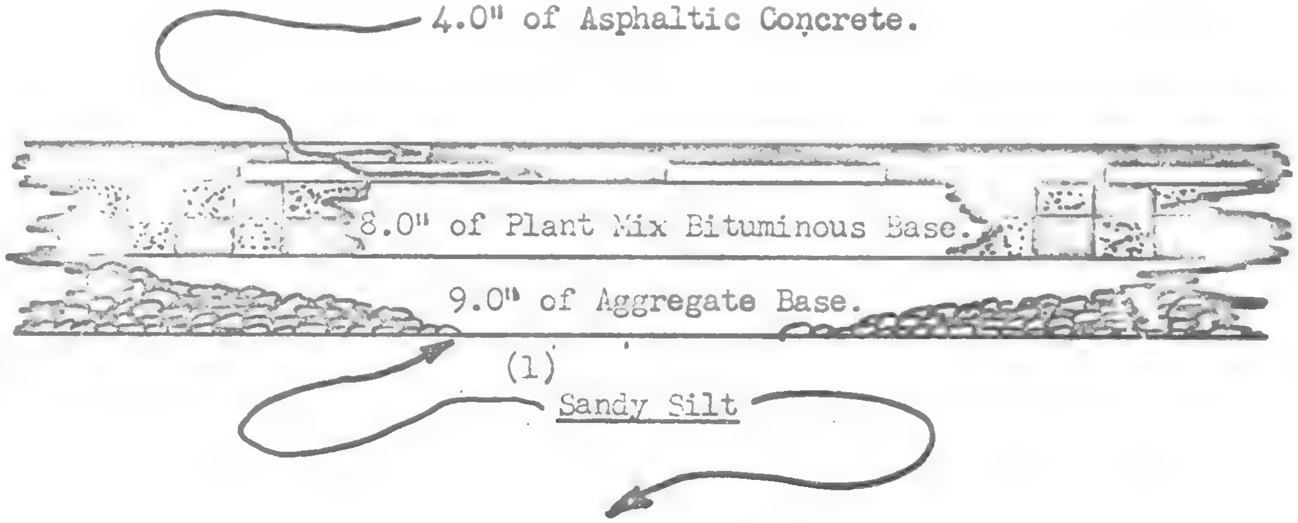
Res. Engr. ____ Approx. Length 1.2± Miles. Sta. 303+44± to Sta. 419+94± Date 9-16-70

Mean

Truck A.D.T. 1883 Traffic Coefficient 10.4 18 kip s.a. per day 422.0.

Annual Precipitation 40"±   Frost Penetration - - - - .

(1)
Typical Soil
29 LL
3 PI
92 %P 10
80 %P200
8 %Gravel
1 %C Sand
11 %F Sand
65 %Silt
15 %Clay
14 "R" Value


4.0" of Asphaltic Concrete.
8.0" of Plant Mix Bituminous Base.
9.0" of Aggregate Base.
(1)
Sandy Silt

CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.
	14.5	8.0	P.M.B.B.
	9.0	9.0	A.B.
31.5	31.5	21.0	

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

Commercial Sources.

RECEIVED
OCT 1? 1970
FOR FILING

NOTED
A.E. JOHNSON

E.P.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County - City (2)

Submitted by ____ for Staff Assistant

Recommended by ____ Engineer of Materials

____ [illegible] Engineer

Approved by ____ Asst. State Highway Engineer

SECTION: N. NORTHWICK AVE. - N. WOOLSEY AVE.
HIGHWAY: F.A.S. 940
COUNTY: Multnomah

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness
9.0 - 10.0	4.0"	6.0"	---	10.0"	29.0"	20.0"
8.0 - 9.0	3.5"	4.0"	---	12.0"	26.0"	19.5"
7.0 - 8.0	3.5"	3.0"	---	10.5"	23.0"	17.0"
6.0 - 7.0	3.0"	---	2.0"	12.0"	20.0"	17.0"
4.8 - 6.0	2.0"	---	2.0"	10.5"	16.5"	14.5"
Cars Only	2.0"	---	2.0"	6.0"	12.0"	10.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0 " Crushed Base
1.0" Plant Mix Bituminous Base = 1.8 " Crushed Base
1.0" Cement Treated Base = 1.8 " Crushed Base
1.0" Oil Mat = 1.1 " Crushed Base
1.0" Stone Subbase = 0.8 " Crushed Base
1.0" Lime Treated Subgrade = --- " Crushed Base

Above factors apply to materials that comply with Standard Specifications, ~~Supplemental Standard Specifications~~, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: N. BORTHWICK AVE. - N. WOOLSEY AVE.

HIGHWAY: F.A.S. 940

COUNTY: Multnomah

11,700 Present ADT (1970)

10.7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	770	2.0	1540	1155	450	519,750
3	260	2.0	520	390	1000	390,000
4	40	2.0	80	60	1250	75,000
5	185	2.0	370	278	3180	884,040
6	0	----	----	----	2570	- - - -
				1883 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 1,868,790

TWENTY YEAR EWL 37,375,800

TRAFFIC COEFFICIENT 10.4

SECTION: N. BORTHWICK AVE.- N. WOOLSEY AVE.

HIGHWAY: F.A.S. 940

COUNTY: Multnomah

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Asphaltic Concrete
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Multnomah County selected this type pavement structure.
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: ____

CONCLUSION AND REMARKS:

See Item 12.

See Page 5

N. Borthwick Ave.-N. Woolsey Ave.

F.A.S. 940

Multnomah County

Unit prices were obtained from C. E. Layton, Cost Estimator, for this area and are listed below:

Class B Asphaltic Concrete	$8.33 per ton
P.M.B.B.	8.00 per ton
C.T.B.	6.00 per ton
Aggregate Level	4.75 per cu. yd.
Aggregate Base	4.50 per cu. yd.

Three sections of comparable strength were considered in the following per square yard cost comparison:

4.0" A.C.	4.0" A.C.	4.0" A.C.
2.0" A.L.	8.0" P.M.B.B.	8.0" C.T.B.
21.5" A.B.	9.0" A.B.	9.0" A.B.
$ 5.74	$ 6.98	$ 6.11

Remarks:

Multnomah County selected the P.M.B.B. section, and adjacent sections are this type construction. Additional costs for excavation for a thicker section were not considered in the above cost comparison.

RECEIVED
OCT 2 - 1970
FOR FILING

CU-557(3)
7530

September 16, 1970

MISC. CONTRACTS and
AGREEMENTS No. 4256

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon 97204

Attn: Dorothy Decker
Clerk of Board

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement with Multnomah County, City of Portland, and the Oregon State Highway Commission concerning North Foss Avenue-North Woolsey Avenue Section of the North Columbia Boulevard.

A fully executed copy of this agreement is being sent to the City of Portland and one is being retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Att.

bcc H. S. Cox
(agreement att.)

September 16, 1970

City of Portland
City Hall
Portland, Oregon 97204

Attn: Mr. James Hamill
Auditor

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement with Multnomah County, City of Portland, and the Oregon State Highway Commission concerning North Foss Avenue-North Woolsey Avenue Section of the North Columbia Boulevard.

A fully executed copy of this agreement is being sent to Multnomah County and one is being retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses
Att.

bcc H. S. Cox
(agreement att.)

FORM E-90 20M 9-61 98215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1970

SUBJECT: Construction-Finance Agreement
N. Foss Ave-N. Woolsey Ave Section
N. Columbia Blvd., FAS 940
Multnomah County

To: Mr. Floyd Query
Secretary to the Commission
OFFICE

REFERRED TO
admin
BY SECRETARY

For signature by
Ass't Hwy Engr
please return

Attached for your certification and the Assistant State Highway Engineer's signature of approval are ~~three~~ four copies of the subject agreement.

Project approval was received at the January 28, 1969 Highway Commission meeting.

D. N. Harwell
D. N. Harwell, Assistant Engineer
County and City Division

DNH:mm
Att.

RECEIVED
SEP 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FLOYD QUERY

[illegible]
SEP 9 - 1970
FOR FILM

SU-559(3)
7530

September 9, 1970

Mr. James L. Hamill
Portland City Auditor
City Hall
Portland, Oregon 97204

Dear Mr. Hamill:

This will acknowledge receipt of four copies of an agreement for work on the North Foss Avenue-North Woolsey Avenue Section on North Columbia Boulevard, FAS 940.

When the agreement has been approved, we will return two copies to you as requested.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:or

bc: H. S. Cox

OFFICE OF CITY AUDITOR

JAMES L. HAMILL
CITY AUDITOR

CITY OF PORTLAND
OREGON

September 4, 1970

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Post Office Box 30
Salem, Oregon 97310

Dear Mr. Query:

Please find enclosed herewith quadruplicate copies of agreement for the construction, supervision and maintenance of the North Foss Avenue-North Woolsey Avenue Section on North Columbia Boulevard, FAS 940, in Multnomah County, Oregon, as authorized by Ordinance No. 131400, passed by the City Council on August 26, 1970.

Will you kindly have the proper officials sign all four copies of the agreement, which has already been executed by the City officials, and return two copies to this office for our files.

Yours very truly,

James L. Hamill

Auditor of the City of Portland

gms
MS:dlh
Encls.

cc: Mr. H. S. Cox

RECEIVED
SEP 9 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

AUG 31 1970

511-559(3)
7530

August 28, 1970

K. F. Jacobsen & Co., Inc.
2611 S.E. Fourth Avenue
Portland, Oregon 97202

Gentlemen:

Not long ago we advised you by letter that the Commission had accepted your bid of $191,730.90 on the N. Foss Avenue-N. Woolsey Avenue Section of FAS 940, Contract No. 7464, contingent upon approval by Multnomah County. ← cancelled

Yesterday we received a letter from Tor Lyshaug, Multnomah County Construction Engineer, stating that the County has rejected the project. Therefore, the Commission has no alternative other than to cancel this contract.

It appears, however, that this project may be combined with another one to be readvertised sometime after January 1, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:cr

bc: Tom Edwards
A. E. Johnson
F. D. Morgan
I. D. Merchant
L. W. Rulien
Tor Lyshaug

MEMO TO FILES

N. Foss Avenue-N. Woolsey Avenue Section
N. Columbia Blvd., FAS 940
Multnomah County

Mr. Tor Lyshaug, Multnomah County Construction Engineer, telephoned this morning and requested that the bid ($191,730.90) from K. F. Jacobson,Co., Portland, for subject project, be rejected. He also requested that this project then be combined with the N. Delaware Avenue-N. Borthwick Avenue Section and bids for this combination be taken in January, 1971.

Official letter from Multnomah County to follow.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

cc: Cecil Head

8/21/70 (p.m.)

Floyd

Rec-a phone call from Duane Ridings that this job will be rejected, We will have to write another letter to Sacobson

NOTED
C. W. HEAD

8-27
Reynoldson says letter not yet received 76 Cec
letter came in PM 8-27

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon
R. L. NORDLANDER, DIRECTOR, DEPARTMENT OF PUBLIC WORKS
MAIN OFFICE (503) 233-5861 ■ 2115 S. E. MORRISON STREET ■ PORTLAND, OREGON 97214

August 25, 1970

Oregon State Highway Division
Attn: Mr. H.S. Cox
County and City Engineer
Salem, Oregon, 97204

RE: North Foss Ave. - North Woolsey Ave., North Columbia Blvd., FAS #940.

Gentlemen:

This will confirm our conversation with Mr. Harold Reynoldson, when we informed your office that we have decided to reject the project.

It is our desire to combine the North Foss Ave. - North Woolsey Ave. section with the North Borthwick - North Delaware Ave. section, as one contract and postpone the bid opening to Jan. 28, 1971.

We would also like to see that the bid documents required the completion of the Woolsey - Foss section by Sept. 1, 1970 and the Delaware - Borthwick section by October 1, 1971.

? 1971

Very truly yours,

ROBERT L. NORDLANDER
Director of Public Works

By Tor Lyshaug
TOR LYSHAUG
Construction Engineer

TL/mh

Copy to:- Floyd Query
D.J. Barbee
L.H. Young
Frank Tolpin
C.A. Swenson
Ben Gifford
L W Rulien

RECEIVED
COUNTY & CITY SECTION
AUG 27 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

RECEIVED
SEP 15 1970

FOR FILING

SU-559(3)
7530

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1970

To:

SUBJECT:
N. Foss Ave.-N. Woolsey Ave. Sec.
Project No. SU-559(3)

MEMORANDUM ~~TO~~ THE FILES

The bids received on August 13, 1970, for the N. Foss Avenue-N. Woolsey Avenue Section, Project No. SU-559(3) are being rejected.

The Engineer's estimate for the project was $162,067.50, and the low bid received was from K. F. Jacobsen and Company, Inc., of Portland, in the amount of $191,730.90, which is $29,663.40 or 18.3% above the Engineer's estimate. There was one other bid received in the amount of $204,880.50.

A letter has been received from Robert L. Nordlander, Director of Public Works, Multnomah County, in which he requests the bids be rejected as they are considered too high; the Highway Commission concurred in this request.

It has been proposed to combine the N. Foss Avenue-N. Woolsey Avenue Section with the N. Borthwick-N. Delaware Avenue Section to get a more favorable bid and postpone the advertising of this larger project until early in 1971.

L. H. Young
Program and Planning Engineer

DAR:ia

cc: R. E. Simpson
F. B. Klaboe
C. G. Swenson
H. S. Cox
R. N. Chase

RECEIVED
SEP 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 24 1970

FOR FILING

511-559(3)
7530

August 19, 1970

K. F. Jacobsen & Co., Inc.
2611 S. E. Fourth Avenue
Portland, Oregon 97202

Gentlemen:

The State Highway Commission on August 18 accepted your bid in the amount of $191,730.90 on the N. Foss Avenue-N. Woolsey Avenue Section of FAS 940 in Multnomah County, which was the low bid received for that job on August 13.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as Multnomah County approves the project and deposits $48,000.00.

When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ses

cc F. D. Morgan
I. D. Merchant
L. W. Rulien
R. L. Bennett
Wm. Geibel (SAIF)

Cross Referenced To:
Mary
Log 8
ER

TRANSACTION NUMBER 7-4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

M PR-48
(1-X-67)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE JUL 14 1970
BY (Signature) MR. ELLISON'S JUNE 18, 1970 LETTER	
TITLE ASS. PROGRAM & PLANNING ENGINEER	

CLASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ______

GE 1*
M NOS. ______ THRU ______

STAGE 3
ITEM NOS. 1036 THRU ______

EM O.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
036	SU-559(4)	0.0	32,320	20,520	N. FOSS AVE. – N. WOOLSEY AVE. SECTION (NORTH COLUMBIA BLVD. PORTLAND)	INSTALL R. R. CROSSING SIGNALS AND ADJUST FACILITIES.

7-17-70 Young

RECEIVED
JUL ...
OFFICE OF
STATE HIGHWAY ENGINEER

I. B. Klahof

7-14-70

ARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT IS LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

NOTED
TOM EDWARDS

RECEIVED
JUL 20 1970
FOR FILING
SU-559
7530

RECOMMENDED		APPROVED
SIGNATURE AND TITLE	DATE JUL 14 1970	SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JUL 14 1970
FOR FILING

7-7-70

TRANSACTION NUMBER 7-3

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-7-70

BY (Signature): MR. ELLISON'S JUNE 18, 1970 LETTER

TITLE: ASST. PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1035 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1035	SU-559(3)	0.37	150,000	95,000	N. FOSS AVE. – N. WOOLSEY AVE. SECTION (NORTH COLUMBIA BLVD. PORTLAND)	GRADE, DRAIN, HIG TYPE PAVEMENT WIT CURBS.

orig to Young 7-10-70

NOTED
F.B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
JUL 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

THE 11' LANES AND 3' SHOULDERS HAVE BEEN APPROVED AS AN EXCEPTION TO THE SECONDARY ROAD PLAN DESIGN CRITERIA FOR THIS PROJECT.

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		7-7-70	R. E. SIMPSON, DIVISION ENGINEER

SU-559 (3)

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-9

RECEIVED
JUN 24 1970

(12-67)
UNITED STATES GOVERNMENT

FOR [illegible]

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 22, 1970

In reply refer to: 08-35-DA

Cross Referenced To:
Drain
Traffic S
R R

Klabo

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

1559
(4)

SUBJECT: Oregon SU-559(4)
N. Foss Ave.-N.Wools~~w~~ey Ave. Section
N. Columbia Blvd. (FAS 940)
Railroad Crossing Signals

The matter of railroad participation and salvage credit for protective devices on the subject project were analyzed by Mr. Litchfield as presented in his June 17 letter. This matter has been the subject of several discussions between our area engineer and Mr. Reynoldson of your City-County Division.

Based on the information available at this time we are not in a position to agree or disagree with your analysis. City-County is currently performing additional research and study on this matter. We suggest that a close check with Mr. Reynoldson and Multnomah County be made prior to arriving at a final decision in this matter.

6-23-70
REFERRED TO
Young - Cox - Morgan
BY [illegible] STATE HWY. ENGR.

RECEIVED
JUN 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOT
F. E. [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 29 1970
FOR FILING

[illegible]
1550

June 18, 1970

R R Xing
Su 554(4)

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for four Secondary projects, Items 1033 through 1036, which we desire to have included in the Federal Aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal Aid Act.

We are enclosing copies of the State Clearinghouse's approval for Items 1033 and 1034 and a copy of the District Clearinghouse's approval for Item 1034. The clearinghouse for District No. 6 is not functioning at the present time; therefore, no district review will be made for Item 1033. Items 1035 and 1036 do not require clearinghouse review under the provisions of paragraph 2b of IM 50-1-70 as right of way for these projects was acquired prior to 9-30-69.

It is our intention to receive bids for these projects on July 23, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

JG:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

6-18-70

FEDERAL - AID PRO

(PPM 21-1

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd. N. Foss Ave. to N. Woolsey Ave. 21 65	**ADT**	PRESENT 8,800	FUTURE 17,000 (66) (70)	YEAR 90 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Install R.R. signals and adj. facilities 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Multnomah	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. S	FEDERAL-AID 940

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		Co. Rd. N. Foss Ave. to N. Woolsey Ave. (Portland) on N. Columbia Blvd.			
5					**ROW**					
5					**CONST** (CODE)			0.00	32,320	20,520

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.00	32,320	20,520
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

RE

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Ave.	**ADT**	8,800	17,000	90	08	Oregon	35	022	1036

	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.
						SU-	559	(4)		

COUNTY NAME	Multnomah	CODE	051
ROUTE NO. S	FEDERAL-AID 940	STATE Co. Rd.	U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
						Adj. R.R. facilities at 3 crossings; install R.R. grade crossing signals, including prep. work. All work to be done by UPRR Co. ROW - 80' normal; Access Control - None; Parking Restrictions - None.
	0.00	32,320	20,520	5,900	5,900 (Co.)	
CT S	0.00	32,320	20,520	5,900	5,900 (Co.)	

REMARKS

Additional Data: Item 1035,
Project SU-559(3)

-over-

USCOMM DUSCOMM-DC 46905-P61

RECEIVED
JUN 1[illegible] 70
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 17, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Railroad Crossing Signals
N. Foss Ave.-N. Woolsey Ave. Sec.
N. Columbia Blvd. (FAS 940)
Multnomah County
Project No. SU-559 (4)

Dear Sir:

There has been some question raised concerning the matter of benefits to the Railroad as a result of the signals to be installed at the three grade crossings on the above captioned project.

The existing signals are Oregon PUC Standard No. 2 flashing light signals as shown on Figure 5 attached hereto. These are to be replaced by Oregon PUC Standard No. 2B bracket mounted flashing light signals with a 20-foot cantilever arm. This type of signal is shown on Figure 6 attached hereto.

The existing highway is a two lane facility and is to be widened to four lanes. The widening to four lanes will require the installation of Standard No. 2B signals to provide a level of protection equivalent to that existing prior to the highway improvement. Therefore it is understood that there shall be no Railroad liability of 10% of the cost of the signals as required by PPM 21-10.

Paragraphs 20e and 20g of PPM 21-10 apply in this case. We cannot consider these new signals to be a "modernization" as provided in Paragraph 20f, since the existing type 2 signals are current standard for two-land highways and type 2B signals are standard protection for four-lane highways. If PUC Standard No. 4 automatic gates were installed, (Figure 7 attached) there would be a benefit to the Railroad and they should bear 10% of the cost. However, under the circumstances of the instant case, there is no benefit to the Railroad.

Very truly yours,

F.D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad & Utility Engineer

RECEIVED
JUN 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

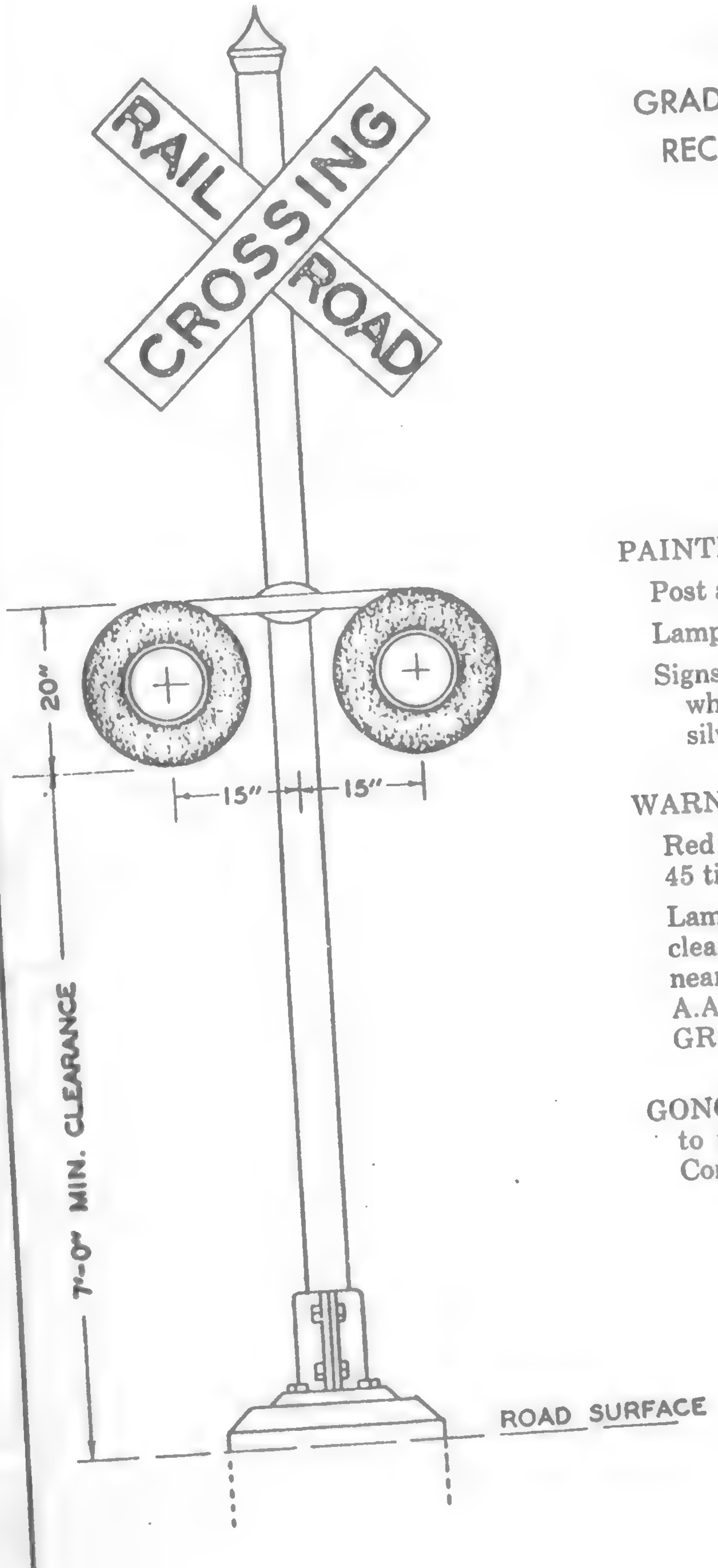
TWL:ss
cc: F. B. Klaboe (w/attachments)
F. B. Crandall "
H. S. Cox "
L. H. Young "
R. N. Chase "
Enclosure

PUBLIC UTILITY COMMISSIONER
OF OREGON

RAILROAD-HIGHWAY GRADE CROSSING PROTECTION RECOMMENDED STANDARDS

STANDARD NO. 2

Flashing Light Signal



PAINTING

Post and assemblies: white or aluminum.

Lamp cases, hoods, and background: black.

Signs: black letters with white reflector lenses on white background; or black letters on white or silver reflecting background.

WARNING ASPECT

Red lights shall flash alternately at a rate of 30 to 45 times per minute.

Lamps at normal voltage shall be visible on a clear day for a distance of 1500 feet with sun at or near zenith, and shall conform to specifications in A.A.R. Bulletin No. 6. "RAILROAD-HIGHWAY GRADE CROSSING PROTECTION."

GONGS AND AUXILIARY SIGNS may be added to the assembly if ordered or authorized by the Commissioner.

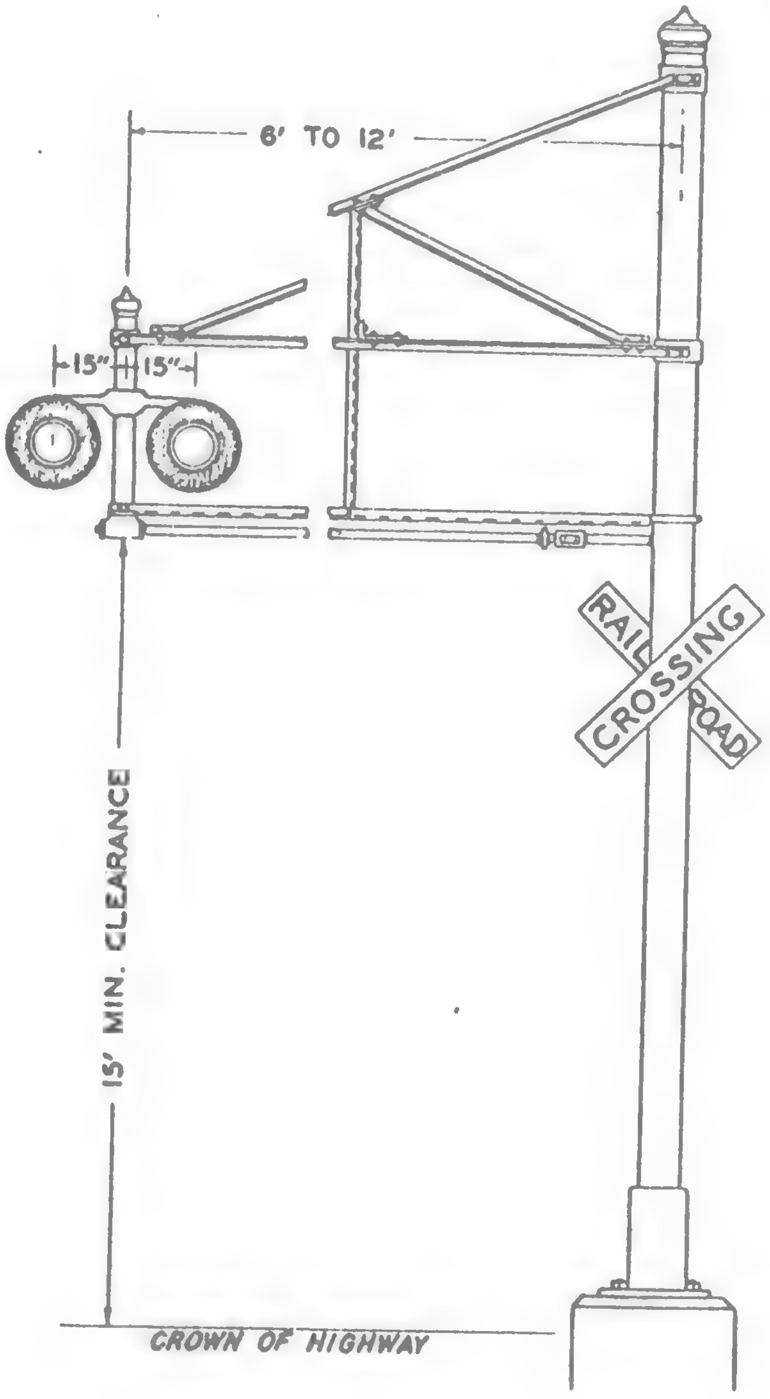
FIGURE 5

Public Utility Commissioner
of Oregon

RAILROAD-HIGHWAY GRADE CROSSING PROTECTION RECOMMENDED STANDARDS

STANDARD NO. 2B

Bracket Mounted
Flashing Light Signal



PAINTING

Post and assemblies:
white and aluminum.

Lamp cases, hoods, and background:
black.

Signs: black letters with white reflector lenses on white background; or black letters on white or silver background.

WARNING ASPECT

Red lights shall flash alternately at a rate of 30 to 45 times per minute. Lamps at normal voltage shall be visible on a clear day for a distance of 1500 feet with sun at or near zenith, and shall conform to specifications in A.A.R. Bulletin No. 6, "RAILROAD-HIGHWAY GRADE CROSSING PROTECTION."

GONG AND AUXILIARY SIGNS may be added to the assembly if ordered or authorized by the Commissioner.

FIGURE 6

PUBLIC UTILITY COMMISSIONER
OF OREGON

RAILROAD-HIGHWAY GRADE CROSSING PROTECTION RECOMMENDED STANDARDS

STANDARD NO. 4

Automatic Gate

PAINTING: Gate arms shall be painted on both sides with alternate diagonal stripes of white and black, or aluminum and black. Red reflectorizing material may be used in lieu of black.

MATERIAL OF GATE ARMS: Gate arms shall be constructed from upper grades of white or sugar pine thoroughly seasoned to prevent warping, or such other fiberous material as will provide a light weight, rigid and warp proof arm.

LAMPS: Each gate arm shall have mounted thereon at least three lamps arranged to shine in both directions along the roadway when arm is down. The tip light shall burn steadily and the others shall flash in unison with signal lights.

DIMENSIONS: Gate arm shall be not less than 12′ nor more than 30′ in length and as wide as required for mounting but not less than 2½″ at tip.

LAMP SPACING: "A" shall be 12″. "B" shall be one-half of "C". "C" shall be equal to the width of the travelled portion of the traffic lane to be protected. "D" shall be equal to the distance from the mast to the travelled portion of the highway.

MOUNTINGS: Gates may be mounted on Flashing Light Signal masts and operated in conjunction with STANDARD NO. 2 or 2B Signals, or on separate pedestal mounts located adjacent to the signal installation shown in A.A.R. Bulletin No. 6, Figure 10.

SPECIFICATIONS: Other than above shall conform to Figure 9 of Bulletin No. 6 "RAILROAD-HIGHWAY GRADE CROSSING PROTECTION" Recommended Standard of the A.A.R.

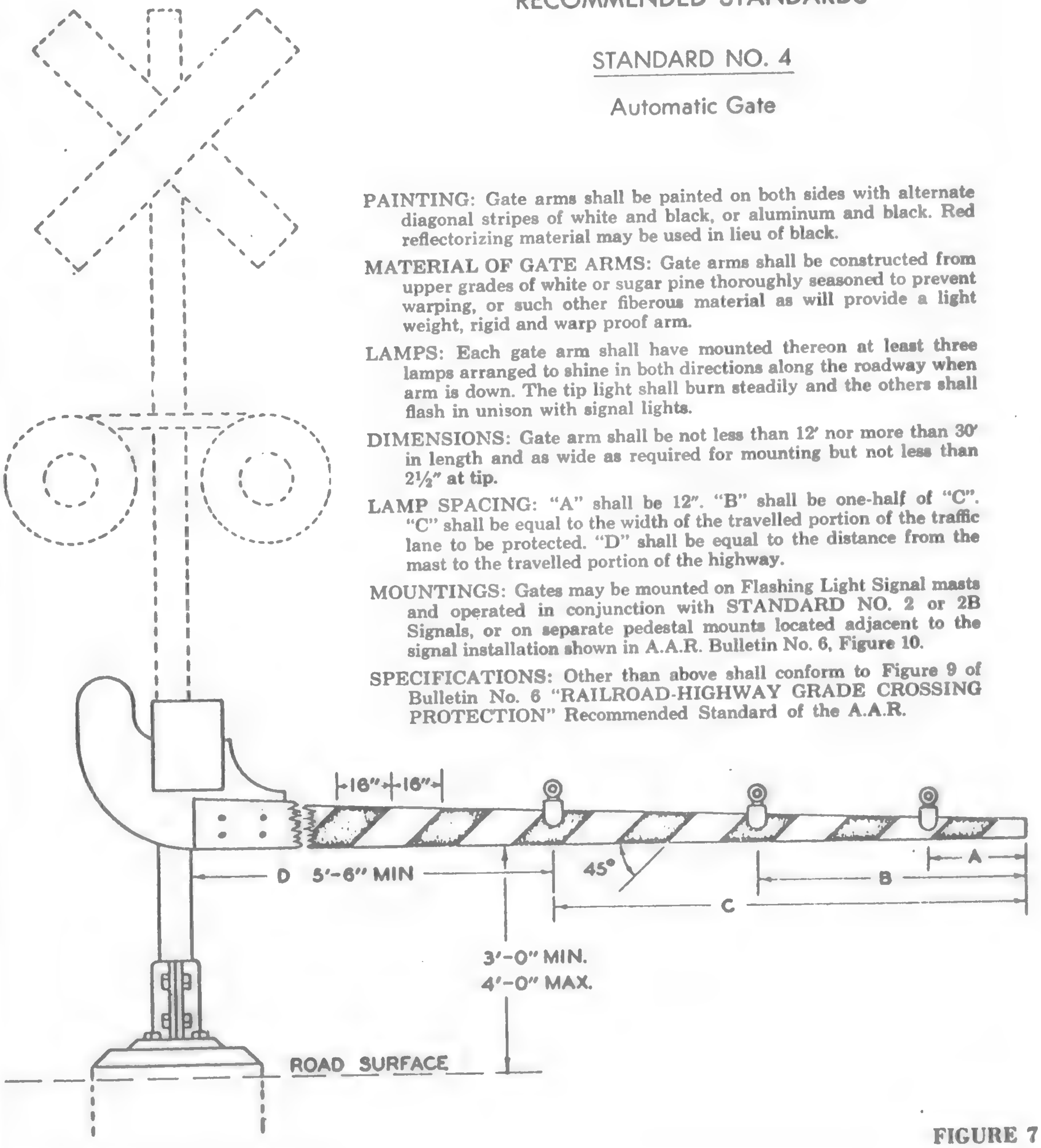


FIGURE 7

RECE
JUN 1 - 1970

FOR FI

511-5

7530 MEMO TO FILES

NOTED
F.B. KLABOE

Re: N. Foss Avenue-N. Woolsey Avenue Sect.
N. Columbia Blvd.
FAS 940
Multnomah County

The subject FAS-C project was at one time a portion of the N. Delaware Avenue-N. Woolsey Avenue Section and was deleted from the original larger project shortly before advertising for bids because Multnomah County could not come to agreement with Union Pacific Railroad. Since all requirements of public hearings, urban planning agency reviews, and applicable BPR memoranda were met for the total original section prior to the deletion of the N. Foss Avenue-N. Woolsey Avenue Section, and since the subject section is the completion of the originally proposed and approved project, further hearings and reviews are not necessary.

H. S. Cox
County and City Engineer

Robert H. Prange
By: Robert H. Prange
Field Engineer

RHP:ljt

cc: F. B. Klaboe ✓
D. J. Barbee
L. H. Young
R. N. Chase
Glen Green, BPR

5/29/70

RECEIVED
MAY 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

F-318(12) Vista Ridge Tunnel Section, 1971
on Sunset Hwy., in Portland
#7531 (Roadside improvement)

7531

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 7, 1973

In reply refer to: 10-35-DA

SUBJECT: Oregon Project F-318(12)
Vista Ridge Tunnel Section
Plantings for Noise Abatement

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

The preliminary plan sheet and estimate of cost covering additional plantings on the subject section of the Sunset Highway, which was submitted informally on June 6, 1973, has been reviewed. It is our understanding that the primary purpose of the additional plantings is to compensate for or counteract the existing noise problem in the vicinity of the tunnel.

The proposed plantings would have no apparent adverse impact on the safety and efficiency of operation on this highway section; however, the plantings could not be expected to be effective in reducing the noise level in the area of concern. Federal-aid funds would not be considered appropriate for this scale of project. We suggest a fuller analysis of the nature of the noise problem and possible corrective treatment be considered.

G. L. Green

G. L. Green

RECEIVED
STATE HWY ENGR
JUN 11 '73
REFER TO
Orig. – [illegible] – TAA
6-11-73
FOR

RECEIVED
JUN 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

6-13-73
original to Versteeg.

6-13-73
Hal
What's this about?
EDH

RECEIVED
MAR 17 1972
FOR FILE
1631

5-3-72

OSHD
Region
Wash DC
Christianson, Area Engr

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

REGION NO 10	REPORT NO. 6	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 3-3-72	REPORT MADE BY P. E. O'Neil, Asst Area Engr		PROJECT NO F-318(12)
COMPLETION DATE 6-30-71	ACCEPTANCE DATE BY CONTRACTING AGENCY January 27, 1972	TIME ELAPSED 100 %	CONTRACT TIME Completion date June 30, 1971
APPROVED EXTENSIONS None	LOCATION East and west approaches to the Vista Ridge Tunnel on Sunset Highway in the City of Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

3-8-72
REFERRED TO
Young

VISTA RIDGE TUNNEL SECTION
SUNSET HIGHWAY
Landscaping

This project provided for the landscaping of the east and west approaches to the Vista Ridge Tunnel. Included in the project was the furnishing and planting of trees, shrubs, and vines, and the construction of an automatic irrigation system.

All physical work was satisfactorily completed in satisfactory conformance with the approved plans and specifications on June 30, 1971. This was the established completion date for the contract work.

The final cost of the contract was $59,809.16 which is an overrun of 0.55%. There were no significant overruns and underruns.

The supporting documents have been submitted and acceptance of this project is recommended.

3/8/72
[illegible]
Coulter
Chase
Butzer
Gallagher
Hatcher
Ray Olson
7w

NOTED
A. E. JOHNSON

K
W

COPY SENT
MAR 6 1972
REGIONAL OFFICE

NOTED
TOM EDWARDS

RECEIVED
MAR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE C. T. Christianson		SIGNATURE Original Signed by R. E. Simpson R. E. Simpson	
TITLE Area Engineer	DATE 3-3-72	TITLE Division Engineer	DATE MAR 3 1972

REPLACES PR 33A(2) REV 4-66 WHICH MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

M E

RECEIVED
FEB 28 1972
FOR FILING

F-318 (12)
7531

February 25, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project Acceptance
Project No. F-131(8)

Dear Sir:

Your January 17, 1972 endorsement noted that contract work on Contract No. 7531, Vista Ridge Tunnel Section in Multnomah County, Federal-aid Project No. F-131(8), was satisfactory. The State Highway Commission authorized acceptance of the project as of January 27, 1972.

Attached or listed below are the data necessary for your acceptance of the project.

> All participating work under State Force Order (including the establishment period) by State forces or other was completed January 7, 1972.

Attachments are as follows:

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (E-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURRY

L. N. Young
Programing Engineer

JK:dg
Attachments

bc V. E. Skoog

RECEIVED
[illegible]

FOR FILING

F-318 (12)
7531

February 9, 1972

U. S. Fidelity and Guaranty Co.
801 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

On January 31, 1972, we wrote to you concerning release of final payment on Contract No. 7531 awarded to All-City Landscape, Inc., for roadside improvement in the Vista Ridge Tunnel Section of the Sunset Highway in Multnomah County.

Final payment on this contract is $2,974.23 and the total contract amount is $58,942.54 including $216.79 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc All-City Landscape, Inc.
29 N. E. 148th Avenue
Portland, Oregon 97230

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
L. W. Rulien

Date: 5/8/72

Floyd Query
Commission Secretary

A voucher has been prepared to pay

Contract No. 4531, Est. No. [illegible], Date: [illegible], Amt. $2,994.23

Contractor [illegible]

Totals to date: Paid to contractor $ [illegible]

Amount of force account $ [illegible]

Amount of retained percentage $

Claims Section
Accounting Division

10/64

RECEIVED
JAN 31 1972
FOR FILING

F-518(12)
7531

January 31, 1972

U. S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7531 awarded to All-City Landscape, Inc., for roadside improvement on the Vista Ridge Tunnel Section of the Sunset Highway in Multnomah County was completed on June 30, 1971, and accepted by the Highway Commission on January 27, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 5, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc All-City Landscape, Inc.
29 N. E. 148th Avenue
Portland, Oregon 97230

bc Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
L. W. Rulien

RECEIVED
JAN 31 1972
FOR FILING

F-318(12
7531

January 27, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed June 30, 1971 on Contract No. 7531. The contract was with All-City Landscape, Inc., and was for roadside improvement on the Vista Ridge Tunnel Section of the Sunset Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 27, 1972, and that you concur in this procedure at the Commission meeting on February 22, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

VG:js

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Ross
C. L. Sund
L. H. Young
F. D. Morgan
V. E. Skoog
H. S. Cox
W. J. Hart
H. S. Coulter

STATE COPY

OSHD (Johnson)
Region
Wash DC
Area Engr Christiansen

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10 F-318(12)	REPORT NO. 5	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 12-17-71 753	INSPECTION MADE BY /R. L. Rivett, Hwy Engr Trainee		PROJECT NO. F-318(12)

IN COMPANY WITH F.E. O'Neil, Asst Area Engr, FHWA: V. Dutzer, Res Engr; M.S. Spooner, Asst Ldscp Architect; J.H.Versteeg, Metro Const Engr; D. Swan, Assuming duties Metro Const Engr, OSHD

QUALITY OF WORK*	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

VISTA RIDGE TUNNEL
SUNSET HIGHWAY
Landscaping

CY Const 2-1-72

This final inspection was made after normal replacement planting had been completed following the establishedment period. All original planting and all construction items had been completed in substantial conformance with the approved plans and specifications on June 30, 1971.

The following items were noted during this inspection. (Final acceptance of this project is pending the completion of items 3, 4, and 5.)

1. The one-inch bark mulch ground cover, as called for in the Special Provisions, did not produce satisfactory results. Too great a percentage of the ground was void of any bark dust whatsoever. For all future jobs at least a two-inch cover is recommended when bark dust is required.

2. A slide problem has developed at the east end of the tunnel. Approximately six inches of topsoil placed on solid rock has started to slip out. It was decided to wait until spring at which time State maintenance forces will do what is necessary to the slide area.

3. All concrete valve covers and sleeves are to be changed to cast iron locking valve boxes. An extra work order had called for this change. However at the time of this inspection at least two concrete valve covers had not yet been replaced with the cast iron box.

4. Ivy plants on the southside of the highway at the east end of the tunnel which had been trampled should be replaced. Persons living in this area have cut holes in the chain-link access control fence and have trampled a path through this ivy on their way to the downtown area.

Take no action

5. In several areas where weeds exist herbicide should be applied. The contractor's men had weeded the job, but in several areas weeds were begining to grow again. The contractor's superintendent said that he would have casaron applied to these areas.

1-28-72
REFERRED TO
al
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

APPROVED
DEPUTY STATE HIGHWAY ENGINEER

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

RECEIVED
19 1972

F-318(12)

7531

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 12, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project No. F-318(12)

Dear Sir:

The replacement planting work under Contract No. 7531, Vista Ridge Tunnel Section of the Sunset Highway in Multnomah County, was completed January 7, 1972.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

George M. Baldwin
Administrator of Highways

By L. H. Young
L. H. Young
Programing Engineer

NOTED
F. B. KLABOE

Federal Highway Administration
Oregon Division Office Endorsement Date 1-17-72

Conditions noted on above date:

None

R. E. Simpson
Division Engineer

RECEIVED
JAN 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

1-18-72
REFERRED TO
Young
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

F-318 (12) -
7531

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Vista Ridge Tunnel

WEEK ENDING: January 7,1972

SECTION PREFIX: 26-1038

HIGHWAY: Sunset

COUNTY: Multnomah

NAME OF JOB: Vista Ridge Tunnel

KIND OF WORK: Readside Improvement

CONTRACTOR: All-City Landscape, Inc.

CONTRACT NUMBER: 7531

FEDERAL AID PROJECT NUMBER: F-318(12)

DATE OF CONTRACT: February 1,1971

DATE WORK STARTED: March 30,1971

ESTIMATED COMPLETION DATE: Bid Items Complete 6/30/71
End Est. Period 11/15/71

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 2 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: June 30,1971

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $70,972.25

EXCLUSIVE OF ENGINEERING: $64,773.50

ENGINEERING AUTHORIZATION: $6,192.45

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $59,655.12

ENGINEERING COST TO DATE: $5,860.64

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT UNDERRUN: 8 %

PERCENT OF AUTHORIZATION: 95 %

DATE PROJECT WAS COMPLETED: January 7,1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING		OIL AND/OR PAVE	MAT'L PROD	Irrigation	Planting
						100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES	DOES NOT APPLY				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	-			
MONDAY 3	Fair			
TUESDAY 4	Cloudy			
WEDNESDAY 5	Cloudy			33
THURSDAY 6	Cloudy			
FRIDAY 7	Showers			BEN [illegible]ORD
SATURDAY	-			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	-
MONDAY Jan 3	No work.
TUESDAY Jan 4	No work.
WEDNESDAY Jan 5	No work.
THURSDAY Jan 6	No work.
FRIDAY Jan 7	Two men planting Ivy replacement plants in area south of Freeway and at the East end of tunnel. Hauled out weeds and sod. Installed one cast iron valve cover box.
SATURDAY	-

REMARKS

Work specified at final inspection has been completed. Project complete.
Post Semi Final submitted to Metro Office January 7, 1972
Final Weekly Report on this project.

Constr. (2) ✓
FHWA
Landscape
Div
Files

SIGNED Vernon F. Butzer LOCATION Portland
Vernon F. Butzer, Res. Eng'r

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

P-F216

RECEIVED
JUL 8 - 1971

FOR FILING

F-318(12)
7531

July 8, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7531
Prefix 26-1038
FAP F-318(12)

Dear Sir:

All work except the establishment period under Contract No. 7531, Vista Ridge Tunnel Section of the Sunset Highway in Multnomah County, was completed June 30, 1971.

The estimated end of the establishment period date is November 15, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

for F. D. Morgan
Construction Engineer

VG:fw

RECEIVED
JUN 4 - 1971

FOR FILING

F-318(12)
7531

June 4, 1971

Mr. D. M. McAfee
7325 S. W. Sharon Lane
Portland, Oregon 97225

3'61

Dear Sir:

A field investigation has been made of the incident referred to in your letter of May 12 in the vicinity of the tunnel on Canyon Road.

A check has been made with the contractor by our Resident Engineer and it has been determined that, while he had three men working on the project, they were working on the opposite side of the highway where the material fell in front of your automobile. It is our opinion that the contractor was not in any way concerned with this incident.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
A. E. Johnson
F. D. Morgan
R. L. Schroeder

EAP:fr ja

Portland, Oregon
May 24, 1971

Citizen Complaint
Vista Ridge Tunnel Landscaping Project

F. D. Morgan
Construction Engineer
Salem

ATTENTION: John A. Bond
Construction Administration Engineer

As requested in your letter of May 18, 1971, an investigation was made into the alleged collision between Mr. McAfee's automobile and "a large ball of clay" in the vicinity of Vista Ridge Tunnel.

Attached is a copy of an investigation into the matter made by Vern Butzer, Resident Engineer on the landscaping project underway in this area. It would be my conclusion from Mr. Butzer's investigation that our contractor was not at fault.

If you wish any further information concerning this matter, please let me know.

R. L. Schroeder
Metropolitan Engineer

RLS:cw
Enclosures

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
JUN 3 1971
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

cw

Morgan 5/24

Portland, Oregon 97213
May 20, 1971

Vista Ridge Tunnel Landscaping
Project
Citizen Complaint

R. L. Schroeder
Metropolitan Engineer
O F F I C E

ATTENTION: J. H. Versteeg

The writer investigated the area described in Mr. D. M. McAfee's letter of May 12, to determine whether work was being done which could have c caused an object (soil or rock) to fall onto the highway in front of Mr. McAfee's vehicle. His letter has stated the west exit of the tunnel, and there would have been very slight possibility of an object falling at this location. After returning to the office, Mr. McAfee's home was contacted by phone to request additional information. Mr. McAfee was not at home, but his wife kindly informed me of the circumstances. The mishap took place at the easterly exit of the eastbound lanes and at the right side of the highway. Mr. McAfee had told his wife it appeared that an object was thrown onto the highway but could not be found after the collision.

The Contractor had 3 men working on the project, but they were working near the westbound portal fill slope which is completely across the highway. The Contractor has been very conscientious about protecting material fallouts onto the highway and it appears to the writer that some unknown person or vehicle may have been the cause of this falling object.

Two photographs are enclosed showing both the westerly portals of the section and the easterly location where it is the writers belief the mishap occured.

Vern Butzer
Resident Engineer

VB:pb

Encs

Edwards

REFERRED TO
Admin
BY SECRETARY

7325 S. W. Sharon Lane
Portland, Oregon 97225

May 12, 1971

Al Johnson
[illegible]

Oregon State Highway Commission
Salem, Oregon

Attn: West Hills Tunnel Landscaping Division, Portland

Gentlemen:

About 8:15 this morning, approximately a 100 yards beyond the West exit of the West Hill tunnels on Canyon Road, I was unable to avoid hitting with my car a large ball of clay that I saw rolling down and off the bank onto the highway. It bent the rim on the left front wheel, caused a flat tire, and affected the wheel alignment.

At the time, I saw no one above me on the bank. However, in today's Oregonian, there is a letter commenting on the landscaping being done on the approaches to the West Hill tunnels.

I would appreciate knowing if landscaping being done in the tunnel area could have been responsible for making a ball of clay that become dislodged and rolled on to the highway.

I had to stop part way into the Stadium Freeway exit. I used flares to warn on coming traffic, but I wished that their had been an emergency warning signal by the highway to activate.

Thankyou in advance for your reply to my question concerning the landscaping.

Very truly yours,

D. M. McAfee

D. M. McAfee

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
MAY 18 1971
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
MAY 1
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1
OREGON
STATE HIGHWAY COMMISSION

Form E-306—[illegible]

STATE COPY
G-11

APPROVED EFFECTIVE DATE 4-27-71
Contingent upon modification of project agreement if additional funds are required
BY Dist. Engineer
DATE 5-7-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Vista Ridge Tunnel Roadside Improvement
Date: April 26, 1971
Contract No.: 7531
Highway: Sunset
Prefix: 26-1038
County: Multnomah
F. A. Project No.: F-318(12)
Contractor: All-City Landscape, Inc.
Order No.: 2
Address: 29 NE 148th Ave., Portland, Oregon 97230

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Locate and repair leak in 2½-inch water line between S.W. Ford St. Drive meter and backflow preventer. This line was installed on a previous contract.

RECEIVED
MAY 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

Left of Sta. "OS" 40 - 41.

NOTED
TOM EDWARDS

Estimate of quantities and cost:

Labor	$350.00
Material	70.00
Equipment	180.00
Total	$600.00

including contractor percentage allowance

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
2½" water line was installed "by others" on a previous contract. After meter was placed and line put in service, pressure loss was noted and water appeared on slope. Present contractor not liable for leak on previously accepted work. Rates as per AGC - State Agreement. Work has nob been started, 4-26.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$70,972.25
Present estimate of project cost, including $600.00 for work under this order	$68,144.97
Expected under-run amount	$2,827.28
Expected under-run per cent	3.9%

Space to right of this line is for use of Salem Office

Submitted by: Vernon F. [illegible] Resident Engineer

Approval Recommended: J. H. [illegible] Division Engineer

Approval Recommended: [illegible] Construction Engineer or ~~Bridge Engineer~~

Approved [illegible] ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ Office Engineer
5-12-71

State Printing

RECEIVED
APR 5 - 1971
FORM E-30

FOR FILING

E-112(a)
7531

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 31, 1971

SUBJECT: Crew No. 080-31
Metropolitan Section

To: Mr. F. D. Morgan
Construction Engineer
Salem

NOTED
A. E. JOHNSON

Mr. James Don, Resident Construction Engineer, has been advised that he should take a medical retirement. His last day on the job was March 19, 1971. He will be on sick leave until mid-September, at which time he will officially retire.

Mr. Vernon Butzer is being transferred to the Metropolitan Section from Region 1 to take over Crew No. 080-31. Mr. Butzer will be responsible for the inventory and personnel previously assigned to Mr. Don.

Mr. Butzer is being assigned the following responsibilities:

1. Vista Ridge Tunnel Landscape Contract No. 7531
2. Journal Building Landscape Contract No. 7484
   (S.W. Alder-S.W. Salmon St.)
3. Grading work in the East Fremont Interchange
   Units "B" and "C" - Contracts 7311 and 7312.

R. L. Schroeder
Metropolitan Engineer

by

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:lh
cc: A. E. Johnson ✓
L. W. Rulien
James Don
Vernon Butzer
Personnel Section

RECEIVED
APR 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 16 1971

F-318(12)
7531

March 12, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7531
Prefix 26-1036
FAP F-318(2)

Dear Sir:

The work under Contract No. 7531, Vista Ridge Tunnel Section of the Sunset Highway in Multnomah County, was started on March 10, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

VG:fw

RECEIVED
FEB 24 1971

FOR FILING

F-318(12)
7531

February 22, 1971

All-City Landscape, Inc.
29 N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7531 for a roadside improvement on the Vista Ridge Tunnel Section of the Sunset Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc U. S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

bc F. D. Morgan
I. D. Merchant
James Don
R. L. Schroeder
Roy Olson

C

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 2-71	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Multnomah
PROJECT REPORT NO. 4	(PPM 21-7) 2-11-71	PROJECT NO. F-318(12)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Vista Ridge Tunnel Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-6-71	0.00
OTHER (Specify)		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT $ 68,182.00	FEDERAL FUNDS $ 43,322.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ____________________

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(T

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By ____________________
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer February 11, 1971

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-2 (REV. 1-70)

Oregon State Highway Division

Federal Aid
Project No. F-318(12)

VISTA RIDGE TUNNEL SECTION

SUNSET HIGHWAY, MULTNOMAH COUNTY

Salem, Oregon, February 8, 1971

Project agreement estimate.

Type Code Y003
Landscaping (Sta. "SC" 21+50 to Sta. "TWB" 44+50)

Temporary Protection and Direction of Traffic	All Required		$ 5,000.00
Furnishing and Placing Topsoil	2,500 cu.yd.	4.00	10,000.00
Concrete Walks	250 sq.yd.	6.00	1,500.00
Furnishing and Planting Trees	112 only	19.00	2,128.00
Furnishing and Planting Specimen Trees	7 only	25.00	175.00
Furnishing and Planting Shrubs	1,440 only	4.35	6,264.00
Furnishing and Planting Vines	24,000 only	0.43	10,320.00
Bark Mulch	78 unit	35.00	2,730.00
Mushroom Compost	140 cu.yd.	7.00	980.00
1/2-inch Water Pipe	1,900 lin.ft.	0.55	1,045.00
3/4-inch Water Pipe	2,400 lin.ft.	0.60	1,440.00
1-inch Water Pipe	2,460 lin.ft.	0.65	1,599.00
1 1/4-inch Water Pipe	1,900 lin.ft.	0.75	1,425.00
1 1/2-inch Water Pipe	1,040 lin.ft.	0.90	936.00
2-inch Water Pipe	1,200 lin.ft.	0.95	1,140.00
2 1/2-inch Water Pipe	1,400 lin.ft.	1.45	2,030.00
2 1/2-inch Galvanized Steel Water Pipe	380 lin.ft.	2.95	1,121.00
2-inch Gate Valve	2 only	60.00	120.00
1/2-inch Globe Valve	3 only	12.00	36.00
3/4-inch Globe Valve	2 only	18.00	36.00
1 1/4-inch Automatic Section Valves	6 only	70.00	420.00
1 1/2-inch Automatic Section Valves	25 only	80.00	2,000.00
3/4-inch Quick-Coupling Hose Valves	16 only	16.00	256.00
2-inch Pressure Reducer Valves	2 only	150.00	300.00
1 1/2-inch Reduced Pressure Backflow Preventer	1 only	900.00	900.00
2-inch Reduced Pressure Backflow Preventer	1 only	1,000.00	1,000.00
Shrubbery Sprinkler Heads	510 only	2.65	1,351.50
Agricultural Rotary Sprinkler Heads	64 only	18.00	1,152.00
9-Section Automatic Controllers	1 only	700.00	700.00
22-Section Automatic Controllers	1 only	1,200.00	1,200.00
1-inch Electrical Conduit	200 lin.ft.	0.90	180.00
			$59,484.50

Flagging (60% of contractor's cost)	All Required	$ 200.00
Install Water Meters	All Required	1,500.00
Furnish Water and Power	All Required	800.00
		$ 2,500.00
	Subtotal	$61,984.50
	10% Engr. & Cont.	6,197.50
	Total	$68,182.00

Length of Project - - - 0.00 mile

Federal Funds - - - - - - - - - - - -	$43,322.00
State Funds - - - - - - - - - - - - -	24,860.00
Total - - - - - - - - - - - - -	$68,182.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%

Contract No.7531

Prefix 26-1038

RECEIVED
FEB 11 1971
FOR FILE

E-318(12)
7531

February 10, 1971

All-City Landscape, Inc.
29 N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

Enclosed are three copies of Contract No. 7531 for $59,484.50 awarded to you by the State Highway Commission on February 1, 1971, for roadside improvement on the Vista Ridge Tunnel Section of the Sunset Highway in Multnomah County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 30, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
James Dee
R. L. Schroeder
Ray Olsen

RECEIVED
FEB 5 - 1971
FOR FILE

F-318(12)
7531

February 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of February 3, 1971, is requested in the award of contract for the Vista Ridge Tunnel Section, Project No. F-318(12). The contractor receiving the award is All-City Landscaping, Inc., in the amount of $59,484.30, with Contract No. 7531 assigned. This bid was received on January 28, 1971 and awarded on February 3, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration's
Endorsement

Date________________________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

FEB 8 1971

F-318(12)
7531

February 3, 1971

All-City Landscape, Inc.
29 N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

The State Highway Commission on February 1, 1971, awarded to you State Highway Contract No. 7531 in the amount of $59,484.50 on the Vista Ridge Tunnel Section of the Sunset Highway in Multnomah County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Merchant
James Don
R. L. Schroeder
Roy Olson
William Geibel (SAIF)

F-312
7321

January 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Complete P.S.& E. documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on January 28, 1971.

I-5-6(70)296	N. Portland Blvd.-Capitol Highway Section
I-405-8(27)301	S.W. 6th Ave.-Marquam Bridge Section
I-5-1(74)42	S. Gold Hill Interchange Section
I-80N-7(33)289	Powder River-Baldock Slough Section
I-80N-8(22)376	Ontario Safety Rest Area
T-5025(1)	S.E. 67th Avenue-S.E. 92nd Avenue (Portland)
F-318(12)	Vista Ridge Tunnel Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these projects.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right of way and utility-railroad status reports which contain proper certifications as required by PPM 21-12 and IM 80-1-68.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:ia

RECEIVED
DEC 15 1970

TRANSACTION NUMBER 12-26

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FORM PR-48
(REV. 7-67)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 12-9-70
BY (Signature): MR. YOUNG'S DECEMBER 4, 1970 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 493 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
493	F-318(12)	0.44	79,000	50,000

12-9-70

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
VISTA RIDGE TUNNEL SECTION	LANDSCAPING

12-15-70

NOTED
F. T. [illegible]

REMARKS (Division)

F-318(12)
75-31

NOTED
TOM EDWARDS

RECEIVED
DEC [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-9-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-9

RECEIVED
DEC 7 - 1970

F-318(12)
7531

December 4, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Primary project, Item 493, Project No. F-318(12), Vista Ridge Tunnel Section, which we desire to have included in the Federal-Aid Primary Highway Program.

Public hearing is not required for this project under provisions of paragraph 6a of PPM 20-8.

Clearinghouse review and comments are not required for this project under the provisions of paragraph 2b of IM 50-1-70 as all the work under this project is within the existing right of way which was acquired prior to 9-30-69, for the roadway constructed under Projects U-318(10) and F-U-318(11). This landscaping is considered as one of the final stages of construction of the highway in this section and, as such, had received design approval along with the construction of the roadway under projects U-318(11). The Federal Highway Administration concurred in the above facts by their memorandums dated February 19, 1970, and November 19, 1970.

It is our present intention to receive bids for this project on January 28, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.
RNC:dg

MONTHLY TRANSACTION NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PR
(PPM 21

DATE SUBMITTED TO W.O.

12-4-70

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 26 SW 16th Ave. (Portland) W. 0.44 mi. 21 65	**ADT**	PRESENT 44,000	FUTURE 90,000 (66) (70)
					YEAR 90 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Landscaping 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME Mult	
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. P	FEDERAL-AID 2

ESTIMATED PROJECT CO

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		US 26 S.W. 16th Ave. (Portland) W. 0.44 mi.			
5					**ROW**		(Vista Ridge Tunnel Section)			
5					**CONST** (CODE)			0.44	79,000	50,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.44	79,000 (16) (23)	50,000 (24)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R20 7; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

ESENT 44,000	FUTURE 90,000 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (9)
						ITEM NO. 493 (14) (18)

I Projects Only

DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 F- 23	NUMBER 318(12) 7	SEQ. NO. 13
POST MI. DESIG. (24) (26) 27					

COUNTY NAME Multnomah CODE 051 (14) (16)

PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. P FEDERAL - AID 27 (32) STATE 47 (36) (37) U.S. 26 (41)

ESTIMATED PROJECT COST BY PHASES

AL ATED OST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(66)	(67) (76)			Landscaping consisting of top-soiling, planting trees, shrubs and vines, installation of irrigation system.
,000	50,000	29,000		ROW - 225' normal; access control - full; parking restrictions - complete.
,000	50,000	29,000		
(23)	(24) (33)			

REMARKS

Additional Data: Items U-116, U-145 and F-474, Projects U-318(8), U-318(10) and F-U-318(11).

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
NOV 23 1970
FOR FILE

F-318(12)
7531

November 20, 1970

Oregon State Highway Commission

Gentlemen:

The Vista Ridge Tunnel Section of the Sunset Highway in Multnomah County roadside improvement project is tentatively scheduled for an early letting and requires finance approval.

This landscape project ties in with the recently landscaped Stadium Freeway.

The improvement includes automatic irrigation system, planting of trees, specimen trees in planters, shrubs and vines.

The estimated cost is $88,200 and it is recommended that this project be added to Federal Aid Program 12.

This matter will be on the agenda at the November 24 meeting and your approval is recommended.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
L. E. Young
Frank L. Hall
R. L. Schroeder

RE:vmt FBK:srb sr

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

NOV 20 1970

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 19, 1970

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project F-318(-)
Vista Ridge Tunnel Section
Design Approval for Roadside Improvement

It is agreed that the landscaping of this section is, in essence, one of the final stages of the construction of this section of highway and design approval was given along with that for the construction of the roadway.

Therefore, no further action is required under current PPM 20-8 provided no additional right of way is required.

11-23-70
Young

NOTED
TOM EDWARDS

RECEIVED
[illegible]
OFFICE OF
[illegible] HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

November 16, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Design Approval
Vista Ridge Tunnel Section
(Roadside Improvement)
Project F-318(--)
Sunset Highway
Multnomah County

Dear Sir:

We request your concurrence that design approval was considered as given for the subject "Roadside Improvement Project" when the Federal Highway Administration approved the program for Project F-U-318(11), Vista Ridge Tunnel (Westbound) Section, based on the following data:

1. Landscaping was not included as part of Project F-U-318(11) because the anticipated completion date was during the season of the year which is normally unfavorable for survival of newly transplanted vegetation. Therefore, the landscaping was planned to be done in the future as stage construction during a season more favorable to establishing plant growth. Anticipating the future landscaping work, Project F-U-318(11) included the construction of planters at the tunnel portals and the placement of topsoil on the slopes and median area of the roadway approaching each end of the tunnel.

2. The proposed project, consisting of roadside improvement (landscaping) work, is stage construction to complete this section of highway so as to provide a facility with a natural pleasing appearance appropriate to its environment. The construction of the principle highway facility is presently under contract as Project F-U-318(11). It is our present intention to program the proposed roadside improvement project for the January 28, 1971 bid opening.

We further request your concurrence that no action is required under current PPM 20-8 because the proposed project is an integral part of the overall design for this particular section and as such was cleared under PPM 20-8 and PPM 20-8(1), which were in effect during the period August 10, 1956 to January 14, 1969, as a part of the overall design of the highway facility. Sufficient right of way was acquired under Project U-318(8) and the major portion of the highway facility was accomplished under Projects U-318(10) and F-U-318(11).

State and District Clearinghouse review and comments are not required for this stage construction project according to Federal Highway Administration's memorandum of February 19, 1970.

We trust the included information is sufficient for you to grant the requested concurrences for the proposed project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:bb

cc: F. B. Klaboe
Frank L. Hall
R. W. Ellison
B. L. Gifford
R. N. Chase

T-5025(1) S.E. 67th Ave.-S.E. 92nd Ave. 1971
(Portland) Sec., 4 city streets
#7532 in Ptld. (6 traffic signals)

[illegible] 3871 - 6 4

[illegible] 4320 [illegible] 11-70

OREGON STATE HIGHWAY [illegible]ISION

Form A-191—(7-65)
SP*52423-724

Reque[illegible] for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Portland
City Hall
Portland, Oregon 97204

Attention of Mr. Robert Rector, State Hwy Coordinator

Request No. (assigned by staff engineer or head of division) cc 1363

Date July 3, 1973

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: TOPICS Project T-5025(1)
SE 67th Ave.-SE 92nd Ave. Section
SE Stark St-SE Washington St. Couplet
Contract #7532
Covered by agreement dated 8-26-70

RECEIVED
COUNTY & CITY SECTION
JUL [illegible] - 1973
☑ ENGR. ☑ COOR. ☑ CE ☑ [illegible] ☑ [illegible]
☑ UPE ☑ CE ☑ RE ☑ RFE ☐

Itemized Statement: Advance Deposit $ 10,550

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	10,550.00	
		Amount previously transferred	9,550.00	
		Balance Advance Deposit		1,000.00
		Costs per attached sheet	10,310.05	
		Less amount previously transferred	9,550.00	760.05
		TO BE REFUNDED TO CITY		$ 239.95

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 10,550

Is this a partial or final request for billing? FINAL

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 9,550

Give the number of the last previous request in connection with this same service. cc 1333

Credit distribution: 26-0601-299

Submitted by: Richard Bladow

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

PROJECT COST SUMMARY

TOPICS Project T-5025(1)
SE 67th Ave.-SE 92nd Ave. Section
SE Stark St.-SE Washington St. Couplet
City of Portland
Contract # 7532

Preliminary Engineering		$ 3,423.13
Payments to Contractor		43,238.66
Construction Engineering		5,119.33
Price Agreement #1		100.00
Price Agreement #2		125.00
TOTAL PROJECT COST		$52,006.12
Federal Funds Collected		32,406.49
BALANCE		$19,599.63
Non-participating Federal-Aid Items:		
Price Agreements 1 & 2	$225.00	
Construction Engineering in excess of 10%	795.46	
		$ 1,020.46
Amount to be shared equally by City & State		$18,579.17
City share per agreement dated August 26, 1970:		
50% of $18,579.17		9,289.59
100% of non-participating FA items		1,020.46
TOTAL CITY SHARE		$10,310.05
City's advance deposit (2/19/71)		$10,550.00
Balance to be refunded to City		$ 239.95

7/ 3/73
RB:lat

Finaled F.A. Projects

Sent 6/28/73

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date P
F-171(12)	7407	26-1012	Columbia Co. Line - Burlington Sec.	237,222.88	6/27/73
S-573(1)	7493	503-1013	Airstrip Rd. - Pudding River Br. Sec.	276,098.02	
I-5-4(68)235	7462	622-1035	Talbot Rd. - N. Albany Interch. Sec.	67,161.84	
I-5-1(67)36	P.E.	615-1973	Rock Point - Seven Oaks Sec.	28,784.34	
I-205-7(15)290	7509	634-1049	Tualatin R. - Pac. Hwy. Sec.	79,237.23	
T-5003(2)	P.E.	4-0602	9th St. - 14th St. (Astoria) Sec.	514.65	
T-5005(3)	P.E.	9-0603	Hill St. @ Portland Ave. (Bend) Sec.	1,542.81	
T-5016(2)	P.E.	31-0602	Oak St. - Spruce St. (La Grande) Sec.	1,519.08	
T-5025(1)	7532	26-0601	S.E. 67th Ave. - S.E. 92nd. Ave (Portland) Sec.	32,406.49	
T-5025(9)	P.E.	26-0604	Portland City Wide Traffic Signals	20,146.60	
T-5025(12)	P.E.	26-0605	Powell Blvd. @ Hood Ave. (Gresham) Sec.	87.70	
ER-226(1)	P.E.	38-1418	Arch Cape Slide Section	75.40	
}	S.F.	29-4412D	} } } }	90.15	
}	S.F.	29-4712		10,577.38	

(MEMORANDUM) Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORT[illegible]ON
FEDERAL HIGHWAY ADMINISTRA[illegible]

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

DO.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building Salem, Oregon

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5025(1)

VOUCHER PERIOD: FROM 1-6-71 TO 3-3-72

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$52,006.12	$50,985.66	63.56%	$32,406.49	$32,406.49	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.		QUANTITY	UN	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. 67TH AVE.-S.E. 92ND AVE. (PORTLAND) SECTION					
	MULTNOMAH COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All	Required		$ 3,423.13	
	Total Preliminary Engineering Cost				$ 3,423.13	
	Construction					
	Type Code Y031					
	Traffic signals (City streets)					
	Final Contract Payment Summary	Lump	Sum		$43,238.66	
	Total Construction Cost				$43,238.66	
	Construction Engineering					
	State	All	Required		$ 4,323.87	
	Total Participating Cost				$50,985.66	
	Nonparticipating Items					
	Final Contract Payment Summary	Lump	Sum		$ 225.00	
	Construction Engineering	All	Required		795.46	
	Total Nonparticipating Cost				$ 1,020.46	
	Total Cost				$52,006.12	
	AMOUNT CARRIED FORWARD......					

20A (6-71)

GPO 914-021

SUMMARY OF COMPLETED FEDERAL AID WORK

S.E. 67th Ave.-S.E. 92nd Ave. (Portland) Section

T-5025(1)

Description	Type Code	Total Cost	F.A. Funds	Total Length
Preliminary Engineering	P.E.	$ 3,423.13	$ 2,175.74	0.00 Mile
Traffic Signals (City Streets)	Y031	48,582.99	30,230.75	0.00 Mile
		$ 52,006.12	$ 32,406.49	0.00 Mile

Form A-16—5M

6-IN

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name S.E. 67th Ave.-S.E. 92nd Ave. (Portland)
Date October 26, 1971
Highway Four City Streets
Contract No. 7532
County Multnomah
Prefix 26-0601
Contractor W. R. Grasle Co.
F. A. Project No. T-5025(1)
Address 437 N. W. 16th Ave., Portland, Oregon 97209
Price Agreement No. 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Move Pole Base No. 1 that was found to be in conflict with City of Portland 8" sanitary sewer lateral at 67th Ave. and Burnside St.

Locations by station numbers: 67th Ave. and Burnside Street Intersection as shown on TED Drawing No. 2364.

Names of pay items, estimated quantities and agreed prices:

Lump Sum Payment for extra costs incurred by contractor due to the above mentioned conflict $125.00

Specifications, basis of measurement and other provisions:

Standard Specifications for Highway Construction 1970 and Special Provisions for Contract No. 7532.
The Lump Sum Price of $125.00 for expenses will be paid on this Price Agreement.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization		$ 49,737.65
Present estimate of project cost, including $ 125.00 for work under this order		$ 47,807.56
Expected under-run / over-run (amount)	UNDERRUN	$ 1,930.09
Expected under-run / over-run (per cent)	UNDERRUN	3.88%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C Street Resident Engineer

Approval Recommended: Assistant Division Engineer

Approval Recommended: Walter Grant ~~Construction Engineer or~~ Bridge Engineer Adm.

Signed W. R. GRASLE CO.
437 N. W. 16th AVE.
PORTLAND, OREGON 97209
Contractor

Approved: R D [illegible] ~~Deputy State Highway~~ Engineer, ~~Assistant State Highway Engineer or~~ Office Engineer. [illegible]

State Printing

Form A-109—[illegible]

G-11

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name S.E. 67th Ave. - S.E. 92nd Ave. (Portland) Date September 14, 1971
Highway Four City Streets Contract No. 7532
County Multnomah Prefix 26-0601
Contractor W. R. Grasle Co. F. A. Project No. T-5025(1)
Address 437 N.W. 16th Ave., Portland, Ore. 97209 Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Adjust mounting height of four (4) controller cabinets at four street intersections.

Locations by station numbers:

S.E. 76th & Washington, S.E. 76th & Stark, S.E. 92nd & Washington and S.E. 92nd & Stark.

Names of pay items, estimated quantities and agreed prices:

Remove and reinstall four (4) controller cabinets 12-inches lower than existing installation.

Lump Sum $100.00

Specifications, basis of measurement and other provisions: Contract Special Provisions and Standard Specifications for Highway Construction (1970). This Price Agreement is written to lower four controller cabinets 12-inches, provide water tight beck entrance and plug existing entrance with tamper-proof cap capable of stopping entrance of dirt, dust, water, ect. and provide structurally sound mounting of cabinet to poles. Salvaged material to be the property of the contractor.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization . . . . $ 49,737.65
Present estimate of project cost, including $ 100.00 for work under this order $ 47,832.90
Expected under-run over-run (amount) UNDERRUN $ 1,654.75
Expected under-run over-run (per cent) UNDERRUN 3.73%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C Street
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Signed W. R. GRASLE CO.
437 N W 16th AVE
PORTLAND, OREGON 97209
Contractor

Approved:
~~Deputy State Highway Engineer.~~
~~Assistant State Highway Engineer or~~
Office Engineer.

State Printing

7532

T

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE March 21, 1973

Attn: R. Bladorn

TO H. S. Cox
County-City Engineer

FROM L. E. George
Traffic Engineer

L E George

SUBJECT TOPICS Project
"Before" & "After" Study
S.W. Washington-Stark Couplet
Portland

The subject study has been reviewed by our section. It appears that the study complies with the requirements of the TOPICS Agreement for such studies and the procedures used in writing the report were appropriate, based on traffic engineering standards and practices.

One comment of clarification should be added regarding the sumary on page 8 of the study. In the second paragraph it is stated that "Accidents have decreased significantly...". This is true only if accidents at the intersection of 82nd Ave. and Washington Street are excluded. The problems and corrective measures for this intersection are thoroughly discussed in the report.

RECEIVED
COUNTY & CITY SECTION
MAR 22 1973
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Attachemnts

DKH:du

RECEIVED
COUNTY & CITY SECTION
MAR 16 1973
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

January 18, 1973

BUREAU OF TRAFFIC ENGINEERING
City of Portland, Oregon

S.E. WASHINGTON-STARK COUPLET
"Before" and "After" Improvement

Description of Project Location

The Stark-Washington Couplet is located in the highly congested Southeast Montavilla Business District and extends past the Mall 205 Shopping Center. The City's TOPICS Project boundaries are from 74th to 96th Avenue. Adjacent land use consists of retail stores, business schools, and residences. The land use has not changed significantly from the "before" period. The business area has been rejuvenated, there are no vacant buildings, and two new businesses have been started.

Control Before

S.E. Stark Street carried both eastbound and westbound traffic. The only signal on the route was at 82nd and Stark. Stark had peak hour parking restrictions one block east and west of 82nd Avenue.

Improvement

The one-way couplet was installed May 11, 1970. S.E. Stark was converted to one-way westbound and S.E. Washington was converted to one-way eastbound from 74th to 108th Avenue.

Stark begins one-way westbound at 108th changing from two lanes each direction, with parking, to four lanes with parking; then drops two lanes at 92nd and is two lanes with parking from 92nd to 74th, except for morning peak hour restrictions for one block at 82nd Avenue.

S.E. Washington begins one-way eastbound at 74th Ave. and is striped for two lanes with parking from 74th to 94th, except for peak hour restrictions from 81st to 82nd. Washington is three lanes without parking from 94th to 108th.

Traffic signals were installed or modified on the couplet at 76th, 82nd, 92nd, 102nd and 103rd Avenues.

Accident Experience for One Year Period
"Before" and "After" Accident Data

	Total	Killed	PI	VI	PD	Inter-sectional	Non-Inter-sectional
Before	134	0	2	24	108	96	38
After	175	0	0	68	107	147	28

Average Speed "Before" and "After" Improvement

	A.M. Peak Westbound	Off Peak Westbound	Off Peak Eastbound	P.M. Peak Eastbound
Before	14 MPH	16 MPH	16 MPH	12 MPH
After	19 MPH	19 MPH	30 MPH	26 MPH

Eastbound and Westbound Volumes "Before" and "After" Improvement

	At 82nd Avenue	At 92nd Avenue	Average
Before	15,670	17,357	16,513
After	16,735	22,230	19,482

Discussion

The Stark-Washington Couplet was installed to relieve congestion in the Montavilla Business District and to provide greater access to the Mall 205 Shopping Center and the future I-205 Freeway. The average speed before the couplet installation was 14 MPH, with long delays at 82nd and Stark during the morning and evening peaks. It was not unusual to wait two or three cycles at this intersection. After the couplet was installed the average speed increased to 23 MPH, with little delay at 82nd Avenue.

Traffic signals were installed at other locations along the couplet; 76th and Stark, 76th and Washington, 92nd and Stark, 92nd and Washington, 102nd and Stark, and 103rd and Washington.

The purpose of the signals at 76th was to provide a safe school crossing for the children of Ascension School. The school, however, was closed soon after the couplet was completed. Although the signals lost their primary purpose, they are still being used to control traffic entering the couplet from 76th Avenue. The signals at 92nd Avenue control a flow of 5,000 vpd from 92nd Avenue. The other two signals at 102nd and 103rd, a one-way couplet, are in the County. They were installed to handle traffic crossing the couplet destined for Mall 205, and the through movement north and south.

The volume of traffic has increased 12% since the couplet was installed. Approximately 3% of this volume growth is attributed to population growth, the rest is traffic attracted from other east/west arterials in the area. Despite this extra traffic, the level of service to the area has been vastly improved.

The couplet has improved the safety for motorists and pedestrians. Two pedestrians were injured in the year preceding the couplet - none were injured after. There has been a 26% decrease in non-intersectional accidents.

There has been a decrease in intersectional accidents along the couplet at all intersections except S.E. 82nd and Washington. This intersection had 92 accidents after the installation of the signal and must be treated as a special problem.

If the accidents at this intersection were subtracted from the total number of accidents on the couplet, it can be seen that the couplet has reduced the accident experience by 37%.

S.E. 82nd Avenue and Washington Street

The traffic signal was installed at 82nd and Washington to control traffic when Washington became the eastbound leg of the Washington-Stark Couplet. All turns were allowed except the southbound 82nd to eastbound Washington movement.

The signals and signing conformed with standards in the Manual on Uniform Traffic Control Devices.

The intersection was opened to one-way traffic May 11, 1970.

During the following months it became evident from police and citizen reports that more than the average amount of accidents were occurring at this intersection. The annual accident print out stated that 92 accidents had occurred at this intersection for the year 1971.

An accident analysis showed that 65 accidents involved northbound 82nd motorists and eastbound Washington Street motorists. It also appeared that the northbound 82nd driver was disregarding the traffic signal. Immediate steps were taken to correct this problem. These steps were performed in the following order:

1) 3M programmed heads were installed at 82nd and Stark to remove the possibility of drivers being pulled through the Washington intersection by the Stark signal.
2) Crosswalks were painted across 82nd Avenue to help delineate the intersection.
3) A right-side-mounted Stop line sign was installed.
4) The intersection was rechannelized.
5) A left-side-median Stop line sign was installed.
6) Yellow backboards were installed on the signal heads to draw attention to the signals.

There were 43 more accidents reported for the first six months of 1972. These accidents occurred under the new $200.00 reporting limit, so it is difficult to compare 1972 accidents with 1971 accidents.

These accident reports from the State Motor Vehicle Division show that a high percentage of the accidents at this intersection involve Washington Street drivers running through a yellow light and 82nd Avenue drivers running a red light.

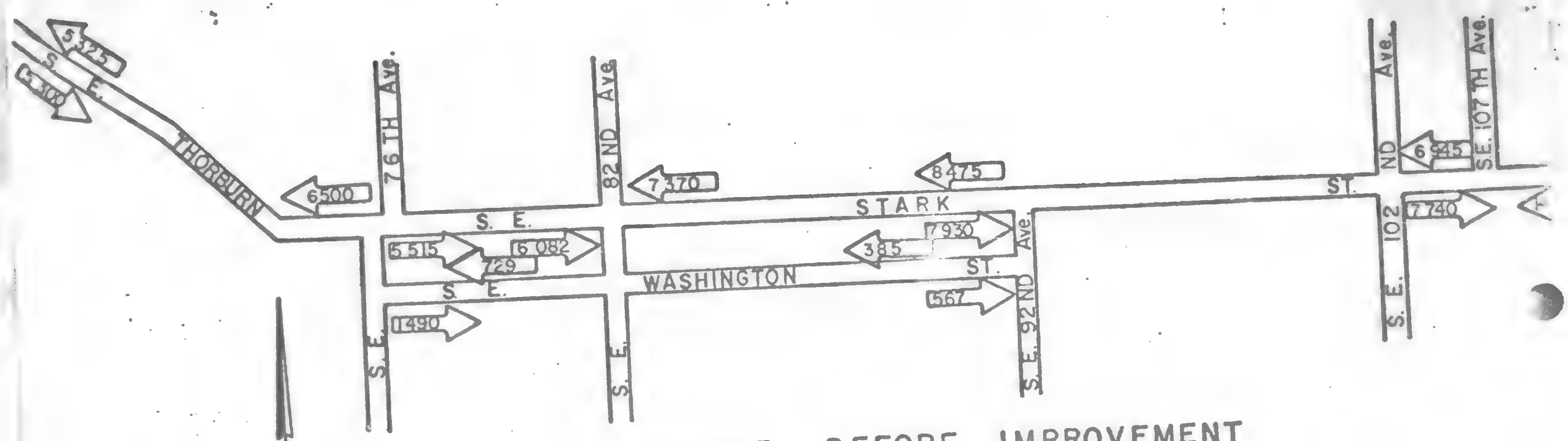
Field observations at S.E. 82nd and Washington have had the following results:

82nd Northbound	- 3 disregards in 54 hours.
82nd Southbound	- 3 disregards in 54 hours.
Washington Eastbound	- 21 entered on yellow phase in three hours.

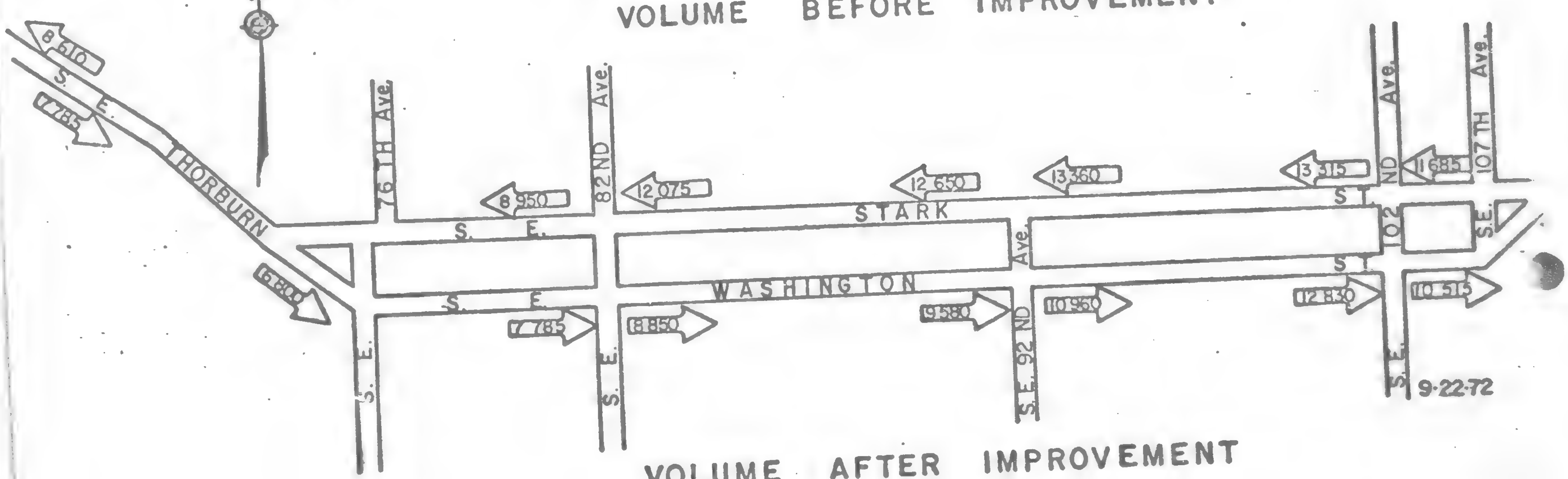
We feel this combination produces the high accident record.

The following are the steps taken in an attempt to reduce the accident record at the intersection of S.E. 82nd Avenue and Washington Street:

1. Eastbound signal heads will be increased to 12" lenses with backboards.
2. Signal progression will be adjusted to decrease approach speeds entering the intersection.
3. The red overlap will be increased to provide a safety factor to clear the intersection.



VOLUME BEFORE IMPROVEMENT

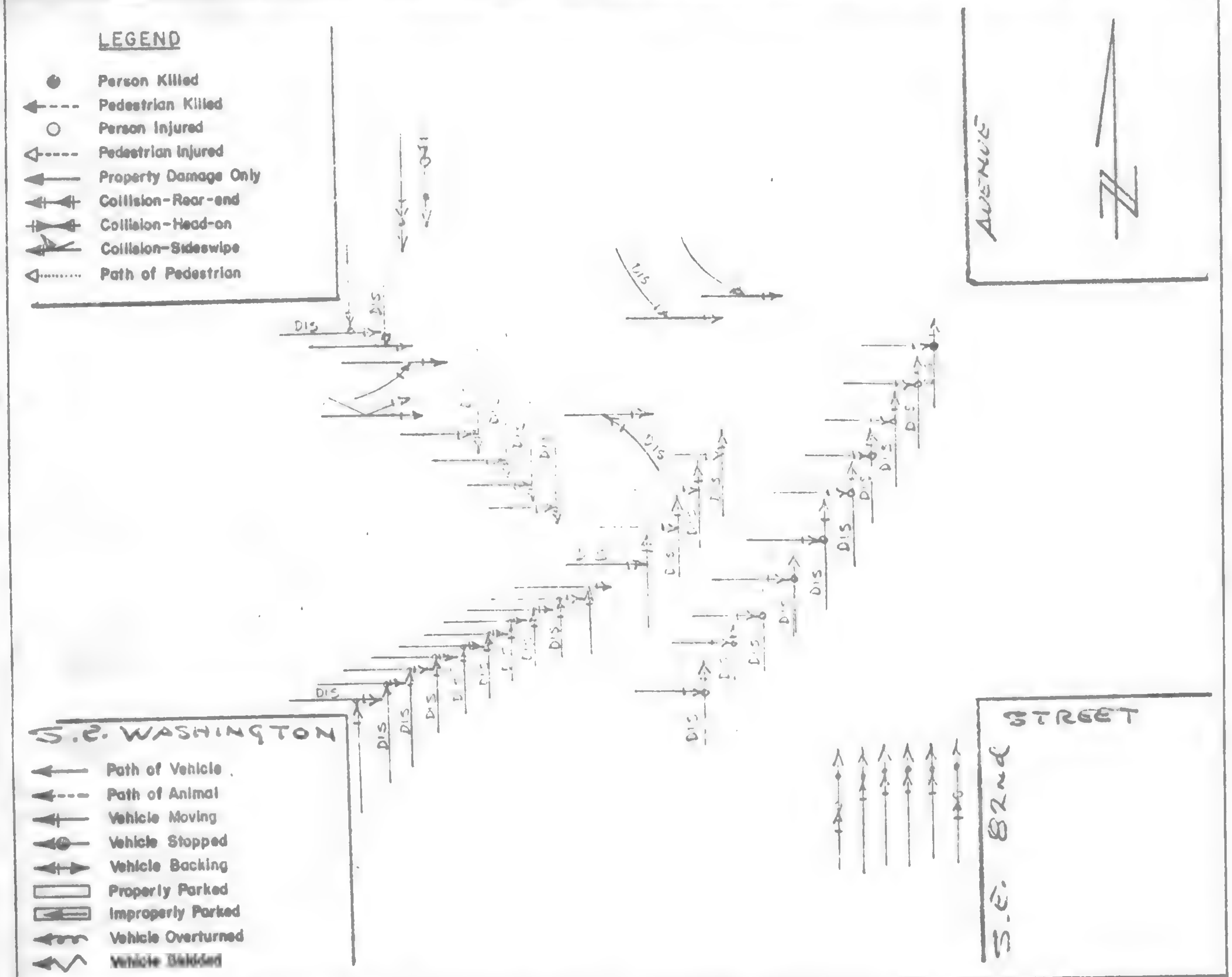


VOLUME AFTER IMPROVEMENT

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION S.E. 82nd & WASHINGTON ST. COMPILED BY SHIELDS
PERIOD COVERED 1-1-72 TO 6-30-72 DATE 10-11-72



COLLISION TYPE	6-MONTHS-72																			
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle	1	20	9	30																
Head-on																				
Rear-end		3	5	8																
Sideswipe			1	1																
Turning Movement		1	3	4																
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL	1	24	18	43																

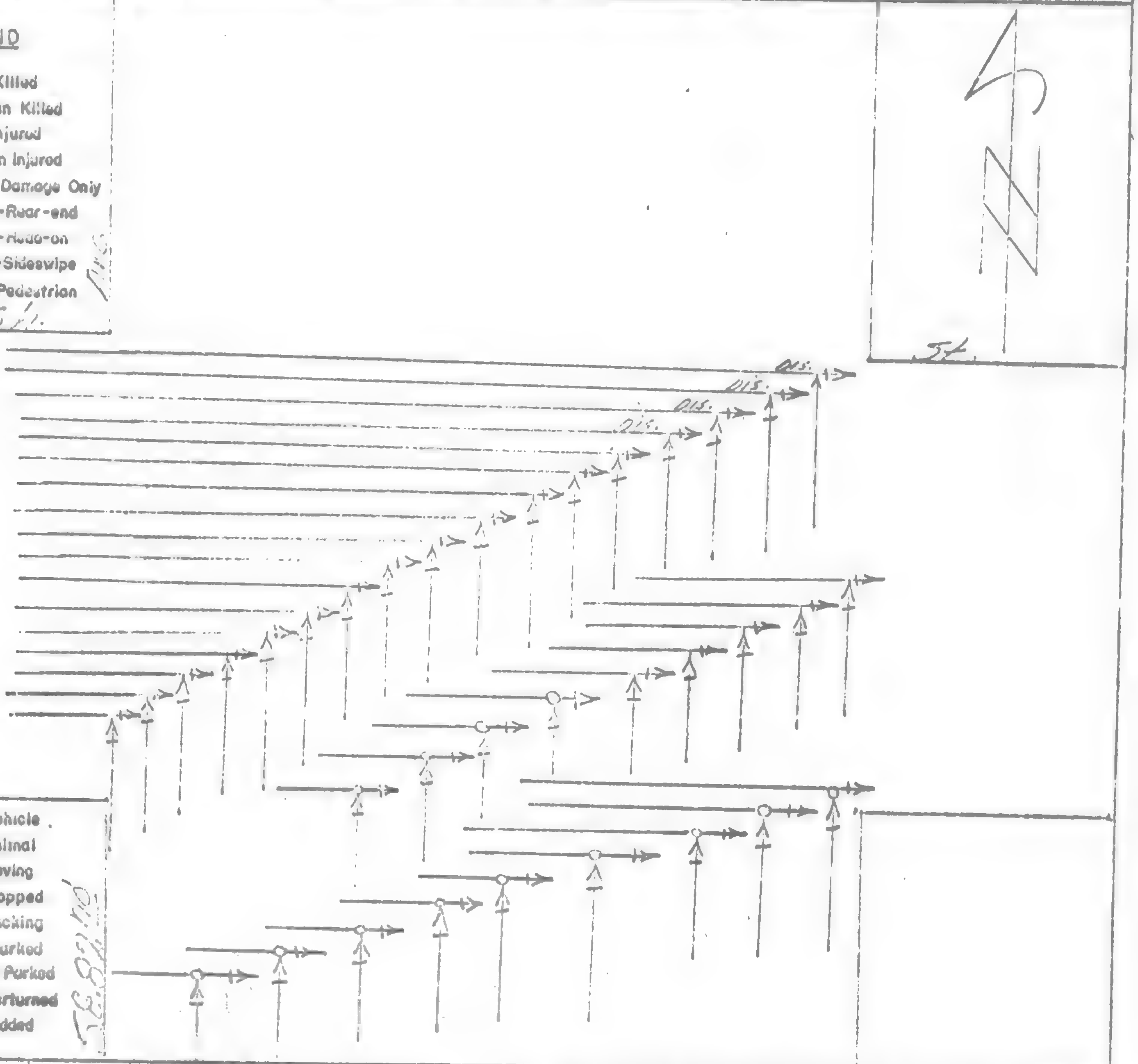
CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION SE. [illegible] COMPILED BY [illegible]
PERIOD COVERED 1-1-71 TO 12-31-71 DATE 1-23-73

LEGEND

- ● Person Killed
- ◁- - - - Pedestrian Killed
- ○ Person Injured
- ◁- - - - Pedestrian Injured
- ◁—— Property Damage Only
- Collision-Rear-end
- Collision-Head-on
- Collision-Sideswipe
- ◁········ Path of Pedestrian



- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- ▭ Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

COLLISION TYPE	1971.																			
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle		13	22	35																
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		13	22	35																

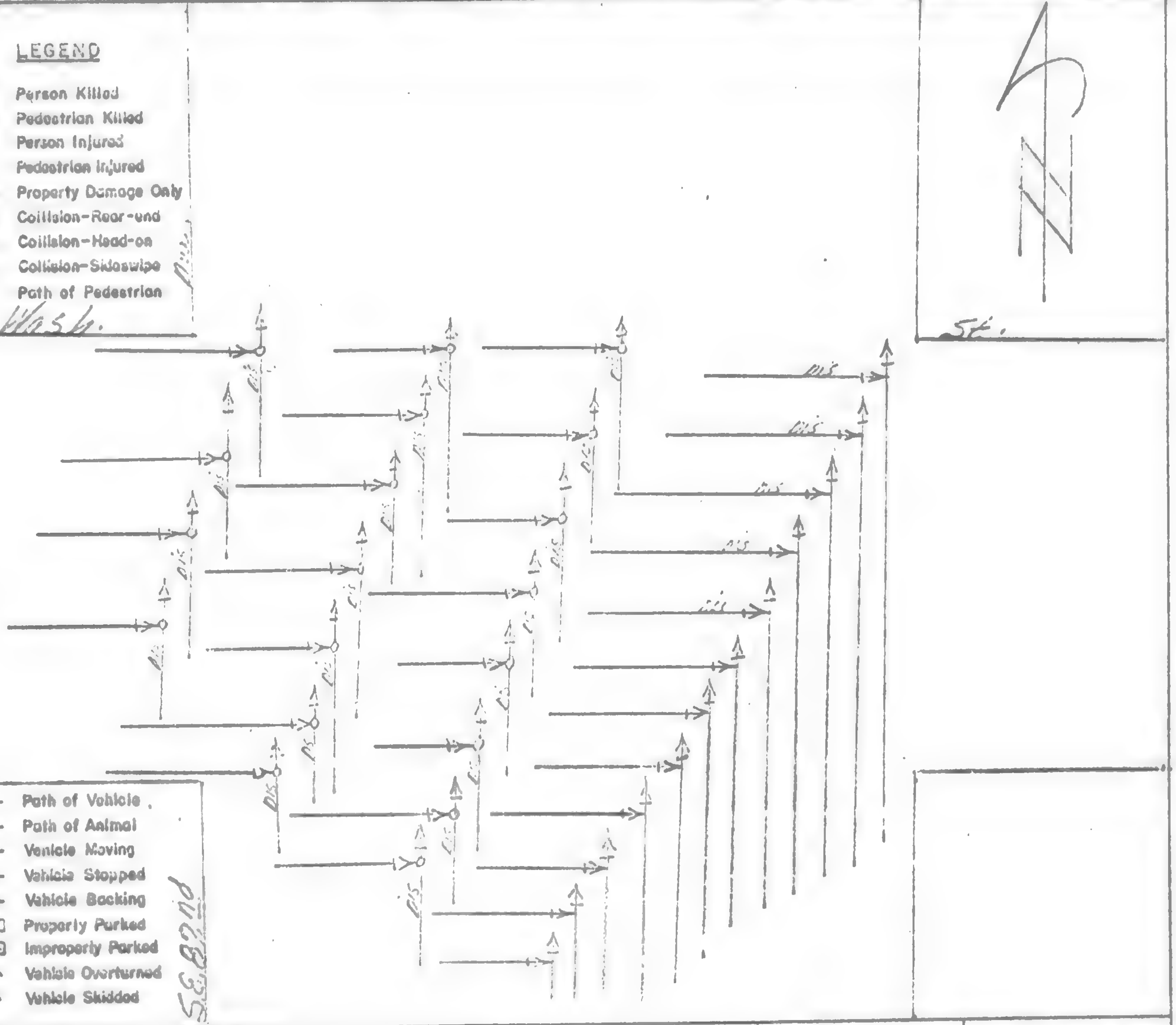
CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION SE Washington St & 82nd Ave COMPILED BY Shields
PERIOD COVERED 1-1-71 TO 12-31-71 DATE 1-23-72

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision-Rear-end
- Collision-Head-on
- Collision-Sideswipe
- Path of Pedestrian



- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

COLLISION TYPE	1971.																			
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle		19	12	31																
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		19.	12.	31																

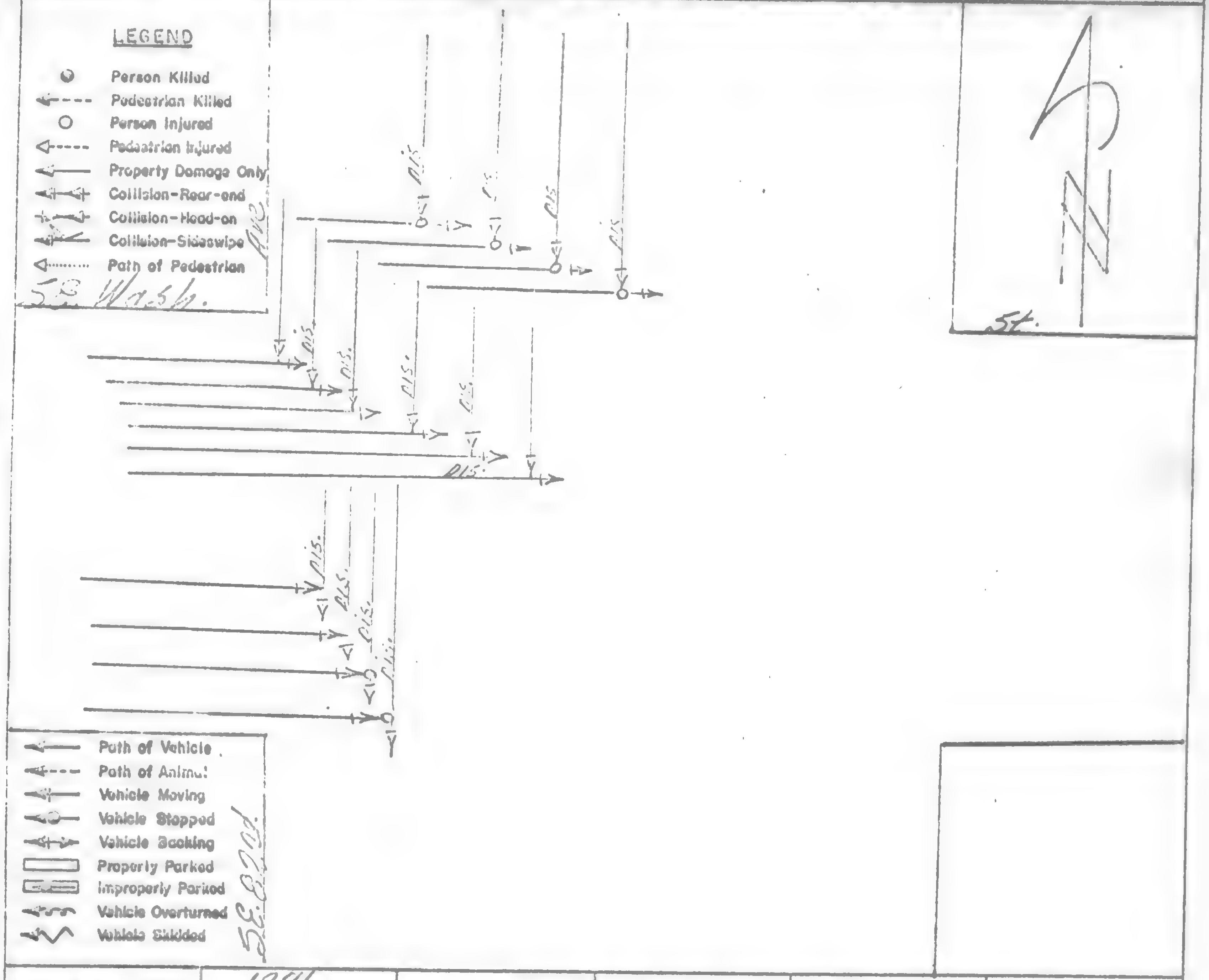
CITY OF PORTLAND, OREGON

BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION SE Washington St & 82nd Av. COMPILED BY Shields

PERIOD COVERED 1-1-71 TO 12-31-71. DATE 1-28-72



LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ◁—— Property Damage Only
- Collision-Rear-end
- Collision-Head-on
- Collision-Sideswipe
- ◁········ Path of Pedestrian

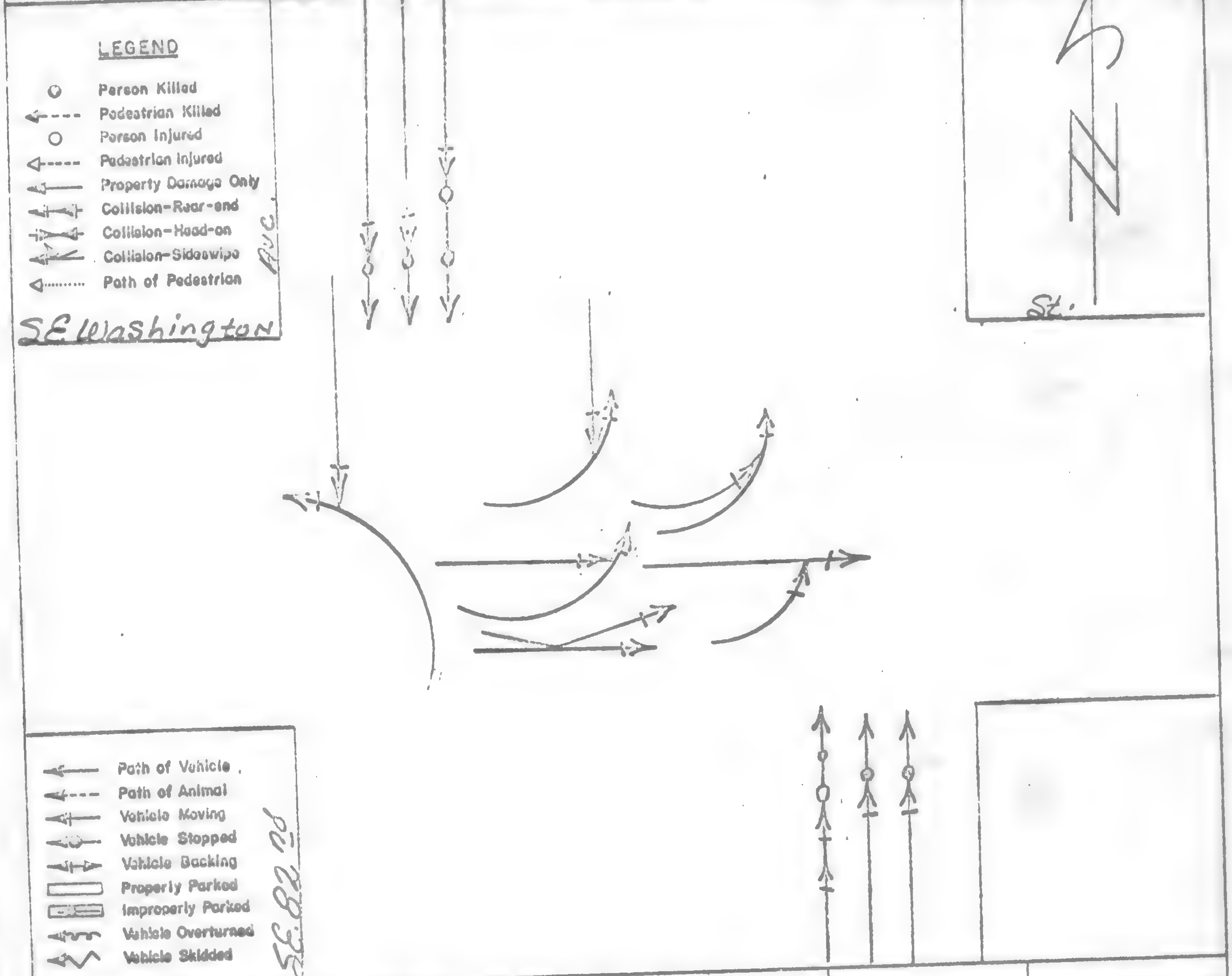
- ←—— Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- ▭ Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

COLLISION TYPE	1971.																			
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle		6	8	14																
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		6.	9.	14.																

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION SE Washington St & E 82nd COMPILED BY [illegible]
PERIOD COVERED 1-1-71 TO 12-31-71 DATE 12-14-72



LEGEND

- ○ Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ←---- Pedestrian Injured
- ←—— Property Damage Only
- Collision-Rear-end
- Collision-Head-on
- Collision-Sideswipe
- ←........ Path of Pedestrian

- ←—— Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

COLLISION TYPE	1971																			
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		2	4	6																
Sideswipe			1	1																
Turning Movement			5	5																
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		2	10	12																

Summary

This project has removed congestion from this business district and allowed the vehicular and pedestrian circulation necessary for commerce.

Accidents have decreased significantly and average travel times through the district have been reduced even though volumes have increased.

The intersection of S.E. 82nd Avenue and Washington Street has been a challenge but the steps taken hopefully will solve this problem.

The project was considered successful and we would recommend this treatment where possible in any area with similar problems.

OREGON STATE
HIGHWAY DEPARTMENT
150 (3-64)

IGHWAY DEPARTMENT INVOICE

NO. 110094

	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
25-72	cc 1333		26-0601-299

ty of Portland
ty Hall
land, Oregon 97204

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☐ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
tention: Wayne Oberding, State Hwy. Coordinator			
vance Deposit			$ 10,550.00
rtial transfer of advance deposit for nstruction of the S.E. 67th Ave. - SE nd Ave. Section of the Stark St.-Washington , Couplet TOPICS Project. Contract # 7532			
vered by agreement dated 8-26-70			$ 9,550.00
be retained			$ 1,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_______________

By ________________________________

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-66)
SP*82423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF PORTLAND
CITY HALL
PORTLAND, OREGON 97204

Attention of Mr. Wayne Oberding
State Hwy. Coordinator

Request No. (assigned by staff engineer or head of division) cc 1333

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

T-5025(1)

Itemized Statement: ADVANCE DEPOSIT $10,550

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the S.E. 67th Ave.-S.E. 92nd Ave. Section of the Stark St.-Washington St. Couplet TOPICS Project. Contract #7532.		
		Covered by agreement dated 8/26/70.		9,550
		TO BE RETAINED		$ 1,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 10,550

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
26-0601-299

Submitted by: RICHARD BLADORN
Richard Bladorn

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

FORM 6-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
September 7, 1972

SUBJECT: TOPICS Project
T -5025(1)
City of Portland Billing for
Preliminary Engineer

To: V. E. Skoog
Controller
Salem

Attached you will find the City of Portland invoice No. 3142 in the amount of $1605.89. This invoice is for preliminary engineering charges by the City of Portland for TOPICS project T-5025(1).

Although we have no absolute way to verify the correctness of this invoice, it appears reasonable for the work involved. It is approved in this office and it is forwarded to you for further handling.

H. S. COULTER
Metropolitan Engineer

By:

ORIGINAL SIGNED BY EDWARD L. HARDT

EDWARD L. HARDT
Assistant Metropolitan Engineer

ELH:pb

Encs

cc: Jerry Street
Dick Unrein

RECEIVED
COUNTY & CITY SECTION
SEP 11 1972
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☑ UPE ☐

SALEM, OREGON
March 29, 1972

Preliminary Engineering Charges
TOPICS Project T-5025(1)
Stark-Washington Couplet
Prefix 26-0601
City of Portland

Mr. H. S. Coulter
METRO Engineer

PORTLAND

Herewith is an invoice from the City of Portland for preliminary engineering charges associated with TOPICS project T-5025(1). This work was performed in accordance with a letter-form agreement signed by the City of Portland on July 11, 1970, and a project agreement of August 26, 1970.

The invoice fails to indicate the period of time covered by the charges and whether they are total charges. By our letter of July 24, 1970, we authorized the City to proceed with their preliminary engineering work. The Metro Section was responsible for the engineering and construction of this project, therefore, we request that you review the invoice with the City. If everything is in order, please indicate your approval and forward to the Accounting Section for payment.

Richard Unrein
Urban Engineer
County and City Section

RU:ljt
Att.

cc: V. E. Skoog

July 20, 1972 called Metro Re: [illegible]
July 21, 1972 Bud Swan called back and [illegible]
Jerry [illegible] took invoice to City [illegible]
I [illegible] above info. to date no response from
City. Street will inquire as to [illegible]

COUNTY & CITY SECTION
MAR 2 [illegible] 1972
☐ ENGR. ☑ [illegible] ☐ [illegible] ☐ [illegible] ☑
☐ UPE ☑ CE ☐ RE ☐ [illegible] ☐

AUD. 10-300-120
7-65-5M

INVOICE

City of Portland, Oregon

Office of City Auditor
Telephone 228-6141
Extension 383

No. MEMO

DATE March 24, 1972

CREDIT 505 F 429

TO
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310
ATTN, DICK UNREIN

PLEASE PAY TO CITY TREASURER
203 CITY HALL
PORTLAND, OREGON 97204

DATE	DESCRIPTION				NET CASH
	Preliminary Engineering Charges for Topics Project T 5025 (1)				
	1 Draftsman	88 hrs.	6.03	530.64	
	2 Jr. Traffic Engineers	37	6.98	258.26	
	1 Jr. Traffic Engineer	38	6.59	250.42	
	1 Associate Engineer	23	8.33	191.59	
	1 Draftsman	13	6.59	85.67	
	1 Associate Engineer	11	9.10	100.10	
	1 Jr. Traffic Engineer	30	8.13	243.90	
	1 Senior Engineer	8	10.63	85.04	
	1 Draftsman	13	6.82	88.66	
					$1,834.28

3-21-72

STATE COPY

3-24-72

cc: Obil (A E Johnson)
Region
Wash DC
C T Christianson, Area Engr 3-3-72

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

ryh

75

REGION NO. 10	REPORT NO. 6	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 3-3-72	REPORT MADE BY P. E. O'Neil, Asst Area Engr		PROJECT NO. T-5025(1)
COMPLETION DATE 10-15-71	ACCEPTANCE DATE BY CONTRACT AGENCY 11-15-71	TIME ELAPSED 100 %	CONTRACT TIME 200 calendar days
APPROVED EXTENSIONS None	LOCATION Traffic signal on four city streets from SE. 67th to SE 92nd Avenue in the city of Portland.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE. 67th AVENUE - SE 92nd AVENUE (PORTLAND) SECTION
Traffic Signal Installation

This project provided for the installation of traffic signals and controller equipment at six street intersections. To reduce the high accident frequency and to allow the safe movement of pedestrian traffic, this was an essential project.

All physical work was satisfactorily completed in substantial conformance with the approved plans and specifications on October 15, 1971 at which time 200 chargeable days had elapsed.

The final cost of the contract work was $43,463.66 which is an overrun of 0.75%. The slight overrun is due to Price Agreements No. 1 and 2.

All the necessary supporting documents have been received and acceptance of the project is recommended.

3-16-72
Copy to
AE Johnson
WJ Hart
HS Coulter
Jerry Street
RN Chase
VL Gallagher
Paul Hatcher
7N

NOTED
A. E. JOHNSON

RECEIVED
MAR 15 1972
PROGRAMING SECTION

RECEIVED
MAR 13 1972
OFFICE OF
STATE HIGHWAY [illegible]

COPY SENT
MAR 10 1972
REGIONAL OFFICE

NOTED
R. D. [illegible]

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS
SIGNATURE C T Christianson C. T. Christianson		SIGNATURE E. E. Simpson
TITLE Area Engineer	DATE 3-3-72	TITLE Division Engineer

RECEIVED
COUNTY & CITY SECTION
NOV 3 1972
☐ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
FEB 28 1972

FOR FILING

T-5025(1)
7532

February 25, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project Acceptance
Project No. T-5025(1)

Dear Sir:

Your October 15, 1971 endorsement noted that contract work on Contract No. 7532, S.E. 67th Ave.-S.E. 92nd Ave. (Portland) Section in Multnomah County, Federal-aid Project No. T-5025(1), was satisfactory. The State Highway Commission authorized acceptance of the project as of December 15, 1971.

Attached or listed below are the data necessary for your acceptance of the project.

There was no participating work under State Force Order by State forces or others.

Attachments are as follows:

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (E-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

JK:do
Attachments

bc V. E. Skoog

☐ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☒ UPE ☑ CE ☑ RE ☑ E ☐

bc: R. L. Schroeder
H. S. Coulter
L. H. Young
V. E. Skoog

February 4, 1972

1

Mr. D. E. Bergstrom
Traffic Engineer
City Hall
Portland, Oregon 97204

Dear Mr. Bergstrom:

Our letter of July 20, 1971 notified the City of Portland that they could proceed with the preliminary engineering for 30 Traffic Signals, Project No. T-5025(9), in accordance with the letter-form agreement dated May 20, 1970. This work was included in the Authority for Survey dated May 19, 1971.

The letter-form agreement states that Reimbursement Vouchers may be submitted upon preparation of plans adequate for advertising all intended construction.

We therefore request that you withhold your billings until all contracts for the 30 signals have been advertised for construction. These billings should contain the total costs incurred by all departments within the City. Please forward all billings through our Metro Engineer for his review and approval.

Returned herewith is Invoice No. 2056 forwarded with your letter of January 26, 1972. We noted that 10% was added for administrative expenses which is contrary to the provision of the letter-form agreement.

We have no record of your preliminary engineering charges for projects T-5025(1) and T-5025(2) which will be needed in the near future when we collect Federal Aid reimbursement for these two projects.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

RU:ljt
Encl: Invoice No. 2056

cc: Wayne Oberding

RECEIVED
DEC 27 1971
FOR FILING

T-5025(1)
7532

December 23, 1971

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On December 17, 1971, we wrote to you concerning release of final payment on Contract No. 7532 awarded to W. R. Grasle Company for traffic signal installation on S.E. 67th Avenue-S.E. 92nd Avenue in Portland on four city streets in Multnomah County.

Final payment on this contract is $2,281.95 and the total contract amount is $43,463.66 including $99.66 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fm

cc W. R. Grasle Co.
437 N. W. 16th Ave.
Portland, Oregon 97209

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
R. L. Schroeder

Date: 12-[illegible]-71

Floyd Query
Commission Secretary

A voucher has been prepared to pay 8 Final, Date: [illegible]/71, Amt. $228.95

Contract No. 7532, Est. No. 8 Final

Contractor [illegible]

Totals to date:	Paid to contractor	$ [illegible]
	Amount of force account	$ 99.66
	Amount of retained percentage	$

Claims Section
Accounting Division

10/64

RECEIVED
DEC 20 1971
FOR FILING

T-5025 (1)
7532

December 17, 1971

General Insurance Co. of America
Portland Service Office
1560 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

Contract No. 7532 awarded to W. R. Grasle Company for traffic signal installations on S. E. 67th Avenue-S. E. 92nd Avenue in Portland in Multnomah County was completed on October 15, 1971, and accepted by the Highway Commission on December 15, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 22, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc W. R. Grasle Company
437 N. W. 16th Avenue
Portland, Oregon 97209

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
R. L. Schroeder

RECEIVED
DEC 17 1971
FOR FILING

T-5025(1)
7532

December 15, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed October 15, 1971, on Contract No. 7532. The contract was with W. R. Grasle Co., and was for traffic signal installations on four city streets in the S.E. 67th Ave.-S.E. 92nd Ave. (Portland) Section in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 15, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:bb

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
R. L. Schroeder

STATE COPY
Porter

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NOV 8 1971
FOR

OREGON STATE
HIGHWAY DIVISION

T-5025(1)
7532

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 19, 1971

Federal-aid Project No. T-5025(1)

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

All work under Contract No. 7532, S.E. 67th Avenue-S.E. 92nd Avenue (Portland) Section in Multnomah County, was completed on October 15, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By R. D. Ackerman
For
L. H. Young
Program and Planning Engineer

Oregon Division Office Endorsement

Date 10-15-71

Conditions noted on above date:

None

for R. E. Simpson
Division Engineer

PO'N

NOTED
TOM EDWARDS

C/L
11-3-71

RECEIVED
NOV 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

T-5025(1)
7532

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.E. 67th Ave. - S.E. 92nd Ave. (Portland)
WEEK ENDING: October 16, 1971
SECTION PREFIX: 26-0601
HIGHWAY: Four City Streets
COUNTY: Multnomah
NAME OF JOB: SE 67th Ave - SE 92nd Ave (Portland)
KIND OF WORK: Traffic Signal Installation
CONTRACTOR: W. R. Grasle Co.
CONTRACT NUMBER: 7532
FEDERAL AID PROJECT NUMBER: T-5025(1)
DATE OF CONTRACT: February 19, 1971
DATE WORK STARTED: April 13, 1971
ESTIMATED COMPLETION DATE: October 15, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:
SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS 200
WORK DAYS USED
CALENDAR DAYS USED 200
SPECIFIED COMPLETION DATE
PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $ 49,737.65
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 45,393.75
ENGINEERING AUTHORIZATION $ 4,343.90
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 43,338.66
ENGINEERING COST TO DATE $ 3,925.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95.5
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN UNDERRUN 3.73 %
PERCENT OF AUTHORIZATION 90.4 %
DATE PROJECT WAS COMPLETED: October 15, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1-Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Poles	Controller	Signals	Loop Det	Intercont Wire			
PERCENT	100	100	100	100	100			

	WEATHER	Calendar ~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	1		
MONDAY	Cloudy	1		
TUESDAY	Fair	1		
WEDNESDAY	Showers	1		
THURSDAY	Rain	1		
FRIDAY	Cloudy	1		
SATURDAY				

RECEIVED
OCT 18 1971
CONSTRUCTION
DIVISION

Routing
Stein
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Oct. 10 SUNDAY	No activity.
Oct. 11 MONDAY	No activity.
Oct. 12 TUESDAY	Completed grouting pole bases at all intersections on project.
Oct. 13 WEDNESDAY	Changed pedestrian signal to south side of wood pole at S.E. Gilham Ave and E. Burnside St.
Oct. 14 THURSDAY	General cleanup throughout project.
Oct. 15 FRIDAY	Completed all contract work. Conducted Final Inspection.
Oct. 16 SATURDAY	No activity.

REMARKS

The project was completed on October 15, 1971 and the final inspection was made on the same date.

It is anticipated that the semi-final will be submitted within 2 weeks.

Visitors: Pat O'neil, FHWA, 10-15-71.
Wally Bryant, FHWA, 10-15-71
A. Rear, 10-15-71.
E. Hardt, 10-15-71.
Jim Wilson, City of Portland, 10-15-71.

SIGNED Jerry C. Street LOCATION Portland, Oregon
Jerry C. Street, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAR 15 1971
FOR FILING

T-5025(1)
7532

March 15, 1971

Econolite
8900 Bellanca Avenue
Los Angeles, California 90045

Gentlemen:

As requested in your letter of March 8, 1971, we are enclosing a copy of the Labor and Material Bond for Contract No. 7532 with W. R. Grasle Company for a traffic signal installation on S. E. 67th Avenue-S. E. 92nd Avenue Section on four city streets in Portland in Multnomah County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

ECONOLITE
A DIVISION OF TAMAR ELECTRONICS, INC.
8900 BELLANCA AVENUE / LOS ANGELES, CALIFORNIA 90045
(213) 776-5163

March 8, 1971

Mr. Floyd Query
Commission Secretary
Room 121, State Highway Bldg.
Salem, Oregon 97310

Attention: Traffic Engineer

Project: O. S. H. D. SE 67th - SE 92nd Ave (Portland) Traffic Signals.
Contract #7532

Gentlemen:

Econolite has or will be supplying materials for the above named project. We would like the following information to complete our records.

We hereby request a photocopy of the Labor and Material Bond. We will accept any charges for this service.

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Richard Cazis
Richard Cazis
Credit Manager

bw

NOTED.
FLOYD QUERY

Kathi
Copy of bond & contract pages only

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 15 1971
FOR FILING

T-5025(1)
7532

March 12, 1971

W. R. [illegible] Company
437 N. W. 16th Avenue
Portland, Oregon 97209

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7532 for a traffic signal installation on the S. E. 67th Avenue-S. E. 92nd Avenue Section on four city streets in Portland in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc General Insurance Co. of America
Portland Service Office
1900 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
Harry Oswald
R. L. Schroeder

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 3-33	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-2-71	COUNTY Multnomah
		PROJECT NO. T-5025(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S. E. 67th Ave.-S. E. 92nd Ave. (Portland) Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING	5-20-70	0.00
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-6-71	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 63.54

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 51,282.00	$ 32,582.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By F Klab
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)
For: R. E. Simpson

Date executed by Division Engineer 9 MAR 1971

FORM PR-2 (REV. 1-70) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal Aid
Project No. T-5025(1)

S.E. 67TH AVE.-S.E. 92ND AVE. (PORTLAND) SECTION

FOUR CITY STREETS, MULTNOMAH COUNTY

Salem, Oregon, Feb. 23, 1971

Project agreement estimate.

Type Code P.E.		
Preliminary Engineering	All Required	$ 3,500.00
Type Code Y031 Traffic signals (City streets)		
Temporary Protection and Direction of Traffic	All Required	$ 1,696.00
Traffic Signal Installation, Complete	All Required	41,443.00
		$ 43,139.00
Flagging (60% of contractor's cost)	All Required	300.00
	Subtotal	$ 43,439.00
	10% Engr. & Cont.	4,343.00
	Total	$ 47,782.00

Length of project 0.00 mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 3,500.00	$ 2,222.00	$ 639.00	$ 639.00
Traffic Signals	47,782.00	30,360.00	8,711.00	8,711.00
Total	$51,282.00	$32,582.00	$9,350.00	$9,350.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group - 1 100%

Contract No. 7532

Prefix 26-0601

RECEIVED
MAR 8 - 1971

[illegible]

T-5025(1)
7532

March 8, 1971

W. R. Grasle Company
437 N. W. 16th Avenue
Portland, Oregon 97209

Gentlemen:

We are returning both copies of Contract No. 7532 for a traffic signal installation on S. E. 67th Avenue-S. E. 92nd Avenue Section on four city streets in Portland in Multnomah County.

It is necessary that both the President and the Secretary of a corporation sign the contract unless someone else has this authority. Please have both the President and the Secretary sign the contract and bond pages of both copies.

If someone else is authorized to sign the contract in behalf of the corporation, a certified copy of the by-laws or minutes of the corporation showing this authority to sign must be furnished the Highway Commission.

If W. C. Grasle does have authority to sign in lieu of the Secretary then you will need another witness signature as it is not legally accepted for a person to witness his own signature.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
Harry Oswald
R. L. Schroeder

☒ SUPER. ☑ COOR. ☑ DE ☒ AE ☒ UE
☐ HPE ☒ CE ☒ RE ☐ APE ☐

SALEM, OREGON
February 19, 1971

Advance Deposit
TOPICS - Portland
S.E. 67th Avenue-S.E. 92nd Avenue Sect.
(Stark-Washington Couplet)

Mr. V. E. Skoog
Controller
BUILDING

Attn: Mr. John Kerr

Herewith is the City of Portland's Warrant No. 77822 in the amount of $10,550, which is the correct amount required as an advance deposit for the subject project. The contract is now clear for award.

RICHARD BLADORN B
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt
Att.

cc: F. B. Klaboe
L. E. Young
F. D. Morgan
F. B. Crandall
R. L. Schroeder

Warrant No. 77822 for $10,550
Rec'd. Feb. 19, 1971 by C. C. Haverland

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 19, 1971

Mr. ~~C. H. Maison~~ V. E. Skoog
OFFICE

Dear Sir:

Attached we hand you, for deposit in the ADVANCE DEPOSITS ACCOUNT Warrants, Checks, Drafts, Cash, etc., as follows:

FROM	KIND	NO.	AMOUNT	FOR
City of Portland	Warrant	77822	$10,550.00	Contract 12879

AUD 10-825-300 9-68

77822

REMITTANCE ADVICE

PLEASE DETACH BEFORE DEPOSITING

PURCHASE ORDER DATE	PURCHASE ORDER NUMBER	YOUR INVOICE NO.	GROSS AMOUNT OR CREDIT MEMO ◇	DISCOUNT	NET AMOUNT	ACCOUNT DISTRIBUTION FUND	FUNCTION	OBJECT	G/L
CONTRACT 12879 ADVANCE DEPOSIT TOPICS PROJECT SE STARK-WASHINGTON COUPLET									
211.71			10,550.00		10,550.00	505	6601	285	319

CITY OF PORTLAND, OREGON

RAY SMITH
AUDITOR OF THE CITY OF PORTLAND

RECEIVED
COUNTY & CITY SECTION
FEB 19 1971
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Receipt of the above is acknowledged.

Signed ______________________

Dated ______________________

Very truly yours,

OREGON STATE HIGHWAY COMM.
By: Floyd Query
~~Asst.~~ Secretary

OFFICE OF CITY AUDITOR

1851

GEORGE YERKOVICH
CITY AUDITOR

CITY OF PORTLAND
OREGON

February 16, 1971

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Gentlemen:

Enclosed is City of Portland Warrant No. 77822 in the amount of $10,550.00 as payment on your contract with the City of Portland as per attached Remittance Advice.

Yours very truly,

GEORGE YERKOVICH

Auditor of the City of Portland
By: Sylvia Bredemeier
Deputy

SLB:jp
Encl.
Certified Mail
Return Receipt Requested

RECEIVED
COUNTY & CITY SECTION
FEB 19 1971
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ BPE ☐

RECEIVED
FEB 18 1971
OREGON
STATE HIGHWAY COMMISSION

☑ [illegible] ☑ COOR. ☐ OE ☒ AE ☒ UE
☑ DPE ☐ CE ☑ BE ☐ DPE ☐

January 29, 1971

Mr. James L. Apperson
City Engineer
City Hall
Portland, Oregon 97204

Attn: Mr. D. E. Bergstrom

Dear Mr. Apperson:

On January 28, 1971, the State Highway Commission opened bids on the S.E. 67th Avenue-S.E. 92nd Avenue Section (Stark-Washington Couplet) TOPICS project. The apparent low bid was submitted by W. R. Grasle Company of Portland.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$43,139
Anticipated additional items (flagging)	300
	43,439
Engineering & Contingencies (14½%)	6,299
	49,738
Estimated preliminary engineering to date	3,000
TOTAL	$52,738

City's advance deposit:

20% of TOPICS items ($10,548) rounded to $10,550.

As the contract cannot be awarded until the City has deposited its estimated share of cost, please forward to this office at your earliest convenience a check or warrant in the amount of $10,550 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By RICHARD BLADORN B
Richard Bladorn
Urban Program Engineer

2-16-71
Portland Audits Section informed me that Check will be mailed this afternoon or tomorrow morning. B

RB:ljt

2-9-71 (Ken? Kerada's office)
Mr. Williams (Portland) phoned requesting what form of deposit is required - did not received copy of this letter - informed him of contents - He will send check - B

1-28-71

TOPICS

S. E. 67TH AVENUE-S. E. 92ND AVENUE (PORTLAND) SECTION

FOUR CITY STREETS

MULTNOMAH COUNTY

W.R. Grasle Co. (Portland)

FAP No. T-5025(1)
Six Traffic Signals

Bids Received January 28, 1971

1. Temporary Protection and Direction of Traffic	All Specified	$ 2,400.00	1696
2. Traffic Signal Installation, Complete	All Specified	85,000.00	41443
For Comparison of Bids		$ 87,400.00	43,139

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$ 87,400.00	43,139
Anticipated Additional Items: Flagging (State Share)	300.00	300
	$ 87,700.00	43,439
Engr. & Cont. (14 1/2%)	12,716.50	6299
Estimated Net Authorization, Constr.	$100,416.50	49,738
Estimated preliminary Engr. to date		3000
		52738

20% 10,548
rounded to 10,550

1-29-71
Conveyed info. to Mr. Apperson's Secretary by Phone -
B

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenu[illegible]rtheast
Seattle, Washington 98[illegible]
SAFECO INSURANCE GROUP

BID RESULTS

PROJECT NO. 18 SE 67th Avenue-SE 92nd Ave. (Portland) Section, Four City Street in Portland MULTNOMAH COUNTY

OWNER: Oregon State Highway Department

DATE: Jan. 28, 1971 PAGE: 1 of 1

✓ 1. WR Grasle (Portland)
✓ 2. Olson Elec. Co. (Vancouver
✓ 3. McCoy Elec. Co. (Portland)
4.
5.
6.
7.
? 8. Gen Sv. INC. Belview 53,000
✓ 9. ~~Grand~~ Graham Elec. Co. Portland 52,386
10.
11.
12.
13.
14.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Temp. Prot. & Direction of Traffic	1	1696	6000	850
	L.S. Traffic Signal Installation, Complete	2	41 443	45,995	48,426
			43,139	46,595	49,276

26-0601

905	146.88
911	2555.22
	2702.10

1

as of 12/70

® SAFECO Insurance Company of America, registered trademark owner.
PRINTED IN U.S.A.

RECEIVED
FEB 22 1971
FOR FILING

T-5025(1)
7532

February 19, 1971

W. R. Grasle Company
437 N. W. 16th Avenue
Portland, Oregon 97209

Gentlemen:

The State Highway Commission on February 1, 1971, accepted your proposal for a traffic signal installation on the S. E. 67th Avenue-S. E. 92nd Avenue Section on four city streets in Portland in Multnomah County for the sum of $43,139 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7532.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 3, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

F. D. Morgan
Harry Oswald
William Geibel (SAIF)

I. D. Merchant
R. L. Schroeder

RECEIVED
FEB 22 1971

FOR FILING

T-5025(1)
7532

February 19, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of February 3, 1971, is requested in the award of contract for the S.E. 67th Ave.-S.E. 92nd Ave. (Portland) Section, Project No. T-5025(1).

The contractor receiving the award is W. R. Gracie Co., in the amount of $43,139.00, with Contract No. 7532 assigned. This bid was received on January 28, 1971, and awarded on February 19, 1971.

All Right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway
Administration endorsement.

Date____________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:dg

RECEIVED
FEB 8 1971
FOR FILING

T-5025(1)
T 10532

February 3, 1971

W. R. Grasle Company
437 N. W. 16th Avenue
Portland, Oregon 97209

Gentlemen:

The State Highway Commission on February 1, 1971, accepted your bid in the amount of $43,139 on the S. E. 67th Avenue-S. E. 92nd Avenue Section in Multnomah County, which was the low bid received for that job on January 28, 1971.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as approval of the City of Portland is received and $10,550 is deposited by the City. When these conditions have been fulfilled we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Merchant
Harry Oswald
R. L. Schroeder
William Geibel (SAIF)

T-5[illegible]
7532

January 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Complete P.S.& E. documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on January 28, 1971.

I-5-6(70)296	N. Portland Blvd.-Capitol Highway Section
I-405-8(27)301	S.W. 6th Ave.-Marquam Bridge Section
I-5-1(74)42	S. Gold Hill Interchange Section
I-80N-7(33)289	Powder River-Baldock Slough Section
I-80N-8(22)376	Ontario Safety Rest Area
T-5025(1)	S.E. 67th Avenue-S.E. 92nd Avenue (Portland)
F-318(12)	Vista Ridge Tunnel Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these projects.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right of way and utility-railroad status reports which contain proper certifications as required by PPM 21-12 and IM 80-1-68.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:ia

FORM E-30-X (12-67

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
December 23, 1970

SUBJECT: Right of Way Status
TOPICS Project
1/28/71 Bid Opening Date

To: Mr. L. H. Young
Program and Planning Engineer

BUILDING

On the following project all rights of way and rights of entry are acquired.

S. E. 67th Ave.-S. E. 92nd Ave. (Portland) Sec., (Four City Streets), Mult. Co.: Signals & Signs.

The certifications required under paragraph 5 and 16b of IM 80-I-68 do not apply on all the right of way on this project involving occupied improvements which were acquired and possession taken prior to August 23, 1968.

Our previously submitted assurances of an adequate relocation assistance program and real property acquisition policy assurances have been fully implemented. All persons and occupants of the right of way within this project have either: relocated to decent, safe, and sanitary housing; obtained the right of possession of adequate replacement housing; been offered by the State decent, safe, and sanitary housing available for immediate occupancy.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

ORIGINAL SIGNED
K. A. CHATWOOD

for John R. Oakes
Assistant R/W Engineer

JRO:ph

cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. P. Mitchell

RECEIVED
DEC 2[illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

TOPS

LLOYD E. ANDERSON
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

WM. S. LIND
CHIEF OF OPERATIONS
JAMES L. APPERSON
CITY ENGINEER

1851

CITY OF PORTLAND
OREGON
97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

December 23, 1970

File: TOPICS Project

Mr. H. S. Cox
County and City Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

We are enclosing the right of way and utilities certificate for the Stark-Washington couplet. This is a TOPICS project and has been signed in accordance with your request.

Very truly yours,

James L. Apperson

JAMES L. APPERSON, P.E.

City Engineer

RAC:bc

Enclosure

RECEIVED
COUNTY & CITY SECTION
DEC 28 1970
☑ ENGR. ☑ COOR. ☑ CE ☒ RE ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Federal Aid Project No. T-5025(1)

Highway No. FAS 641 and FAP Type II

Project Name S.E. 67th Avenue-S.E. 92nd Avenue (Portland) Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that:

   ☑ There has been no displacement of persons from residences, farms, or businesses; or

   ☑ That all incidental charges related to the transfer of property have been paid by City pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   ☑ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at City of Portland, Oregon,

this 23rd day of December, 19 70.

City of Portland, Oregon

James L. Apperson

J.L. Apperson, City Engineer

RECEIVED
COUNTY & CITY SECTION
DEC 28 1970
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☑ UE
☑ DPE ☐ CE ☑ RE ☐ RPE ☐

CC: R.L. Schroeder
J.R. Oakes
G.G. Swenson
R.N. Chase
T.W. Litchfield

December 3, 1970

Mr. James L. Apperson
City Engineer
City Hall
Portland, Oregon 97204

Dear Mr. Apperson:

Enclosed herewith are two copies of a right of way and utilities certificate for the S.E. 67th Avenue-S.E. 92nd Avenue Section TOPICS project (Stark-Washington Couplet).

Also enclosed herewith are two copies of a utilities certificate for the Oswego Highway at S.W. Bancroft Street Section TOPICS project.

Please complete these forms and return one copy of each to this office.

These projects are presently scheduled for our January 28, 1971 bid opening and in order to proceed with this scheduled date, the completed certificates must be received by this office five weeks prior thereto, i.e., by Thursday, December 24, 1970.

Very truly yours,

H. S. Cox
County and City Engineer

By RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt
Encl.

RECEIVED
COUNTY & CITY SECTION
DEC 3 - 1970
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

R [illegible] D
DEC 2 1970
[illegible]

December 1, 1970
(date)

RECEIVED
COUNTY & CITY SECTION
DEC 11 1970
☐ ENGR. ☑ COOR. ☑ [illegible] ☑ [illegible] ☑ [illegible]
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Hon. Terry D. Schrunk
The Mayor
City Hall
Portland, Oregon 97204

Attention: Hon L. Anderson ~~Hon. Francis Ivancie~~, Commissioner of Public Works

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway Four City Streets (Stark St.-Washington St. Couplet)

Section SE 67th Avenue-SE 92nd Avenue, Portland: Signals and Signs, TOPICS Project

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

12-3-70
(date)

By

By Commissioner

By Commissioner

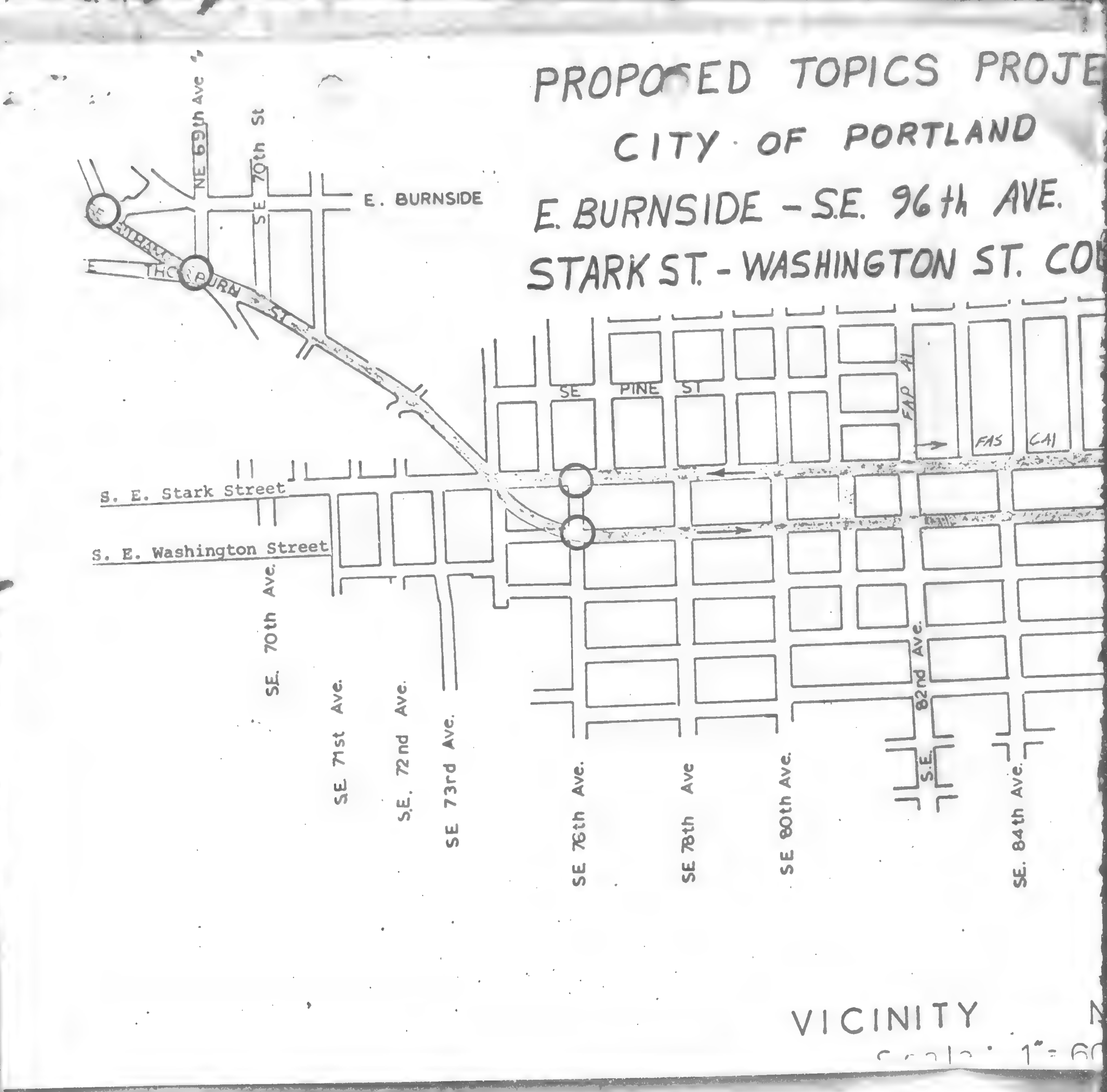
cc: L. H. Young
Attn: Duane Ridings

PROPOSED TOPICS PROJE

CITY OF PORTLAND

E. BURNSIDE - S.E. 96th AVE.

STARK ST. - WASHINGTON ST. CO



VICINITY

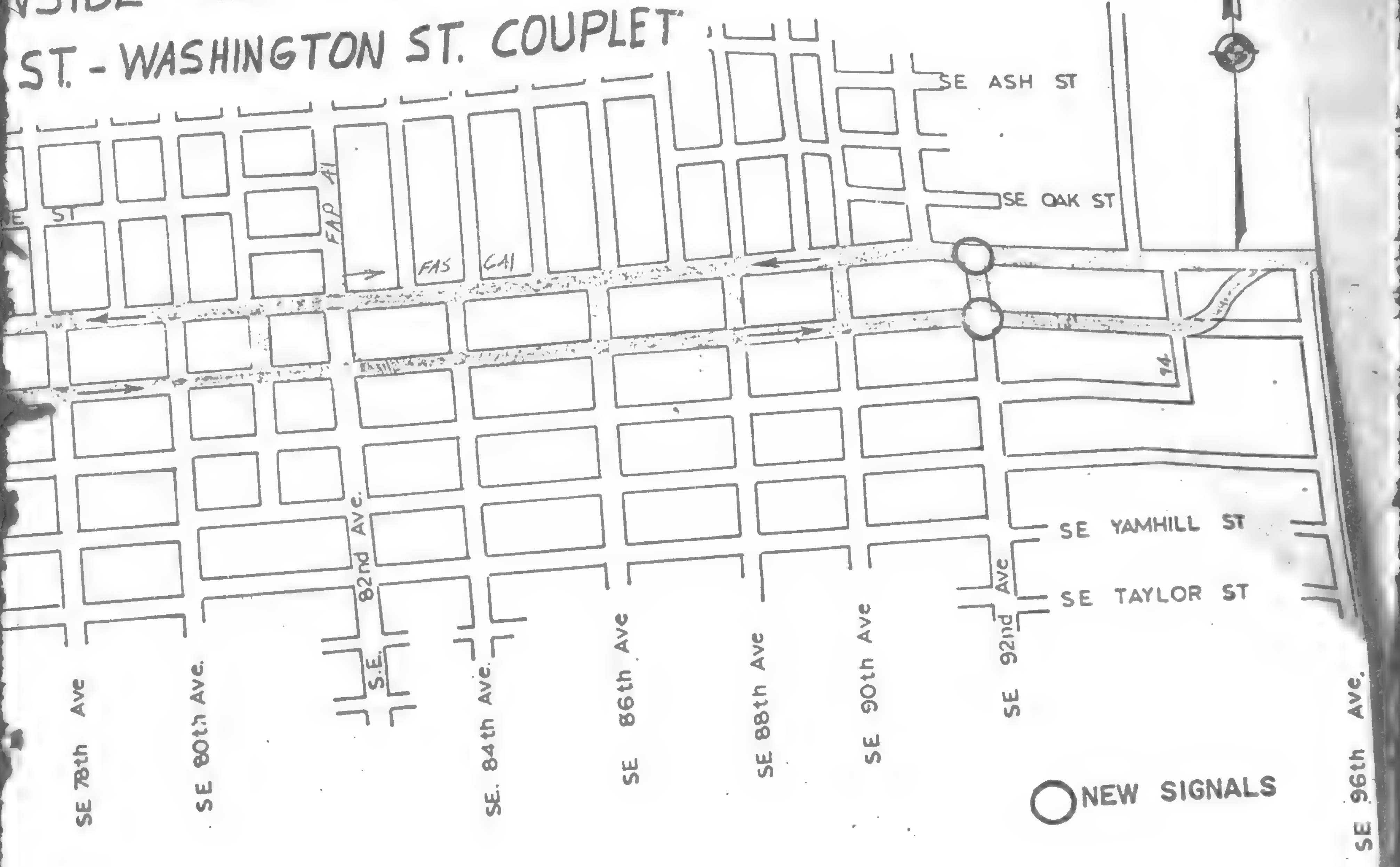
Scale: 1" = 6

SED TOPICS PROJECT

TY OF PORTLAND

NSIDE - S.E. 96th AVE. SEC.

ST. - WASHINGTON ST. COUPLET



VICINITY MAP

Scale: 1"= 600'

TOPS

10-19-70

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. ________
Project Name: S.E. 67th Ave.-
S.E. 92nd Ave (Portland) Section.
Four City Streets

Gentlemen:

Regarding the salvage of the existing traffic control control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☒ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☐ We do wish to have these materials salvaged and request that the contractor be directed to stockpile these items at ____________________. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Portland, Oregon, this 11th day of December, 1970.

CITY OF Portland
By D. E. Bergs
Title Traffic Engineer
By ____________________
Title ____________________

RECEIVED
COUNTY & CITY SECTION
DEC 16 1970
☐ ENGR. ☑ COOR. ☑ OE ☑ RE ☑ [illegible]
☒ UPE ☑ CE ☒ RE ☒ RPE ☐

CC: F.B. Crandall
R.L. Schroeder
C.G. Swenson
R.N. Chase
W.N. Bryant FHWA

10/19/70

RECEIVED
AUG 27 1970

T-5525 (1)
1532

1532

August 27, 1970

City of Portland
City Hall
Portland, Oregon 97204

MISC. CONTRACTS and
AGREEMENTS No. 4033

Attn: James Hamill, Auditor

Gentlemen:

Attached for your information are two fully executed copies of an agreement concerning construction of the E. Burnside Street-S. E. 96th Avenue Section of the S. E. Stark Street-S. E. Washington Street Couplet in connection with the TOPICS Plan.

A fully executed copy of this agreement is being retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses
Att.

cc H. S. Cox
(conf. agreement att.)

TOPS 5

Salem, Oregon
August 24, 1970

TOPICS - Portland
Grading and Paving Plans
S.W. Macadam @ S.W. Bancroft

Mr. J. H. Versteeg
Assistant Metropolitan Engineer

PORTLAND

RECEIVED
COUNTY & CITY SECTION
AUG 24 1970
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

This office has forwarded the traffic signal plans for the Stark-Washington Couplet and the S.W. Macadam @ S.W. Bancroft TOPICS projects to the Traffic Section. Bill Zirbes believes that traffic signal information will be adequate for his needs; however, additional field data will be needed by the Design Section for the grading and paving portion of the S.W. Macadam @ S.W. Bancroft project.

Would you please obtain this additional field data from the City of Portland and forward to the Design Section.

Richard Unrein
Urban Engineer
County and City Section

RU:lat

cc: F. B. Crandall
D. J. Barbee

OFFICE OF CITY AUDITOR

RAY SMITH
CITY AUDITOR

CITY OF PORTLAND
OREGON

August 24, 1970

REFERRED TO
Don Harwell
BY SECRETARY

Mr. Floyd Query, Secretary
Oregon State Highway Commission
P. O. Box 30
Salem, Oregon 97310

Dear Mr. Query:

Please find enclosed herewith triplicate copies of two agreements between the City of Portland and the State of Oregon, one for signalization of Macadam and Bancroft and one for Stark-Washington streets couplet as authorized by Ordinance No. 131315, passed by the City Council on August 12, 1970.

Will you kindly sign all three copies of each of the two agreements, which have already been executed by the City officials, and return the originals and one copy of each to this office for our files.

Yours very truly,

James L. Hamill
Auditor of the City of Portland

ms

MS:pow
Encls.

RECEIVED
COUNTY & CITY SECTION
AUG 25 1970
☐ [illegible] ☑ COOR. ☐ [illegible] ☐ [illegible] ☑ [illegible]
☐ [illegible] ☐ [illegible] ☐ [illegible] [illegible] ☐

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-4514

July 24, 1970

Mr. D. E. Bergstrom
Portland Traffic Engineer
414 City Hall
Portland, Oregon 97204

Dear Don:

We have received an executed copy of the letter-form agreement dated May 20, 1970, relative to preliminary engineering for TOPICS projects in the City of Portland. You may now proceed with preliminary engineering for the Stark-Washington Couplet (T-5025(1)) and the project on S.W. Macadam Avenue at S.W. Bancroft (T-5025(2)) in accordance with terms of the letter-form agreement.

Very truly yours,

H. S. Cox
County and City Engineer

By Richard Unrein
Richard Unrein
Urban Engineer

RU:lat

bc F. B. Klaboe
V. E. Skoog
L. H. Young
D. J. Barbee
F. B. Crandall
R. L. Schroeder

7 25(1)
3

OREGON STATE
HIGHWAY DEPARTMENT

1859

378--4514

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone [illegible]

July 21, 1970

Mr. D. E. Bergstrom
Portland Traffic Engineer
414 City Hall
Portland, Oregon 97204

B. KLABOE

Dear Don:

Enclosed are five copies each of revised agreements covering the TOPICS projects to signalize the Stark-Washington Couplet and the intersection of S.W. Macadam Avenue and S.W. Bancroft Street in the City of Portland. These agreements have been revised in accordance with your request of July 14, 1970, except that the requested additional wordage to paragraph 7 on page 2 has not been included. This requested wordage would have allowed 100% reimbursement to the City for preliminary engineering services which should actually be nearer to 80%. We have not included any clauses into these agreements for preliminary engineering reimbursement to the City, as this matter is fully covered in the pending letter-form agreement forwarded to the City of Portland on May 20, 1970.

If acceptable, please present these agreements to the City Council for approval.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein

Richard Unrein
Urban Engineer

RU:lat
Encl.
bc F. B. Klaboe
F. B. Crandall
L. H. Young
R. L. Schroeder

RECEIVED
JUL 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

CITY OF PORTLAND
OREGON
97204
420 S.W. MAIN ST.—PHONE 228-6141, EXT. 356

NOTED
H. S. COX

July 14, 1970

RECEIVED
JUL 17 1970
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox, County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

The agreements for the TOPICS projects to signalize the Stark-Washington Couplet and S.W. Macadam and Bancroft have been reviewed.

The following changes were discussed with Richard Unrein on Monday, July 6, 1970. Recommended additions are underlined:

Page 2. Things to be done by State:

2. State shall prepare all final plans, - - -

   Add -- State shall submit all plans and specifications to the City for review prior to the letting of any contracts.

7. State shall, upon receipt from City of an itemized statement in triplicate of such expenses, reimburse City for the reasonable expenses incurred by the City for all preliminary engineering services performed in conjunction with the project and in relocating - -

Mr. Unrein explained that right-of-way would be purchased by the State if the project involved a State highway. In the S.W. Macadam and Bancroft agreement it is our understanding that the State will acquire all necessary right-of-way.

NOTED
RICHARD BLADORN

NOTED
DON HARWELL

In the Stark-Washington agreement under "Things to be Done by State":

2. -- the installation of interconnected pre-timed traffic control signals on S.E. Stark and S.E. Washington Streets at S.E. 76th and S.E. 92nd Avenues, and semi-actuated traffic control signals, (this was oversight on our application form), on S.E. Gilham Street at E. Burnside Street and S.E. 69th Avenue, and, providing illuminated traffic control signing.

We are returning the unsigned agreements so that these changes can be made, and will be available to discuss any of these suggested changes.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

RCS:ba
Encls.

RECEIVED
JUN 2 2 1970
FOR FILING

T-50[illegible](1)

[illegible]

WA-121 (1-2-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 17, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(1)
Stark St.-Washington St. Couplet (Portland)
Location/Design Approval

Location/design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the subject TOPICS Project.

This approval is based on the data furnished with Mr. Young's June 10 letter and previously submitted program information.

Concurrently with this approval you are also authorized to proceed with the preliminary engineering for this project through the PS&E preparation phase.

6-22-70

REFERRED TO
By Asst. State Hwy. Engr.

NOTED
F. B. [illegible]

RECEIVED
JUN 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 10 1970

FOR FILING

T-5025(1)
[illegible]

June 10, 1970

Mr. R. H. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Location/Design Approval
Stark St.-Washington St. Couplet (Portland)
Project T-5025(1)
City of Portland
Multnomah County

Attention: Mr. Glen Green

Dear Sir:

We hereby request your approval of the location/design as described hereinafter for the proposed TOPICS project on the Stark St.-Washington St. Couplet (Portland) Section.

> Location: The corridor for the project is the Stark Street-Washington Street one-way couplet from E. Burnside Ave. to 96th Ave. in Portland.
>
> Design: The proposed design consists of traffic control signing, pavement striping and pretimed traffic signals at six intersections to provide for maximum traffic movement on the Stark St.-Washington St. one-way couplet.

Additional documentation to support the proposed location/design was submitted with the PR-1 program data for Item 10, Project No. T-5025(1) as well as Clearinghouse approval and compliance with PPM 20-8.

We further request your authorization, concurrent with location/design approval, to proceed with the P.S. & E. preparation phase of preliminary engineering for the subject Project T-5025(1).

We trust the above information with that submitted with the program data is sufficient to allow your approval and authorization of location/design and P.S. & E. preparation.

The description of location/design for which your approval is requested is being published in appropriate news media. A copy of the request to the news media is enclosed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb
Enclosures
cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
D. J. Barbee
H. S. Cox
R. N. Chase
B. L. Gifford

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 4, 1970

OREGONIAN, Portland, Oregon 97204
OREGON JOURNAL, Portland, Oregon 97204
DAILY JOURNAL OF COMMERCE, Portland, Oregon 97204

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties in or near the City of Portland, Multnomah County, Oregon, relative to State's proposed plans on the East Burnside-S.E. 96th Avenue Section of the S.E. Stark Street-S.E. Washington Street Couplet. The proposal is approximately as shown on the map attached.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Monday, June 8, 1970, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 364-2171, extension 1211, Salem; or you may call Mr. A. E. Johnson, Division Engineer, in Portland, 235-8911, extension 53.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt
Att: Notice and Map

cc: Bureau of Public Roads
Program & Planning, 2
Accounting Dept.
County and City Dept.
Public Information
A. E. Johnson, Div. Engineer
Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
D. H. Moehring
R. N. Chase

RECEIVED
JUN 5 1970
PROGRAM & PLANNING
DIVISION

R. W. ELLISON

NOTICE OF HIGHWAY CORRIDOR-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the City of Portland has requested the Oregon State Highway Division to seek the Bureau of Public Roads' approval of the combined route location and highway design for construction on the East Burnside-S.E. 96th Avenue Section of the S.E. Stark Street-S.E. Washington Street Couplet in Portland, Multnomah County, Oregon.

The proposed project provides for the installation of traffic control signals and signing at various intersections along the route.

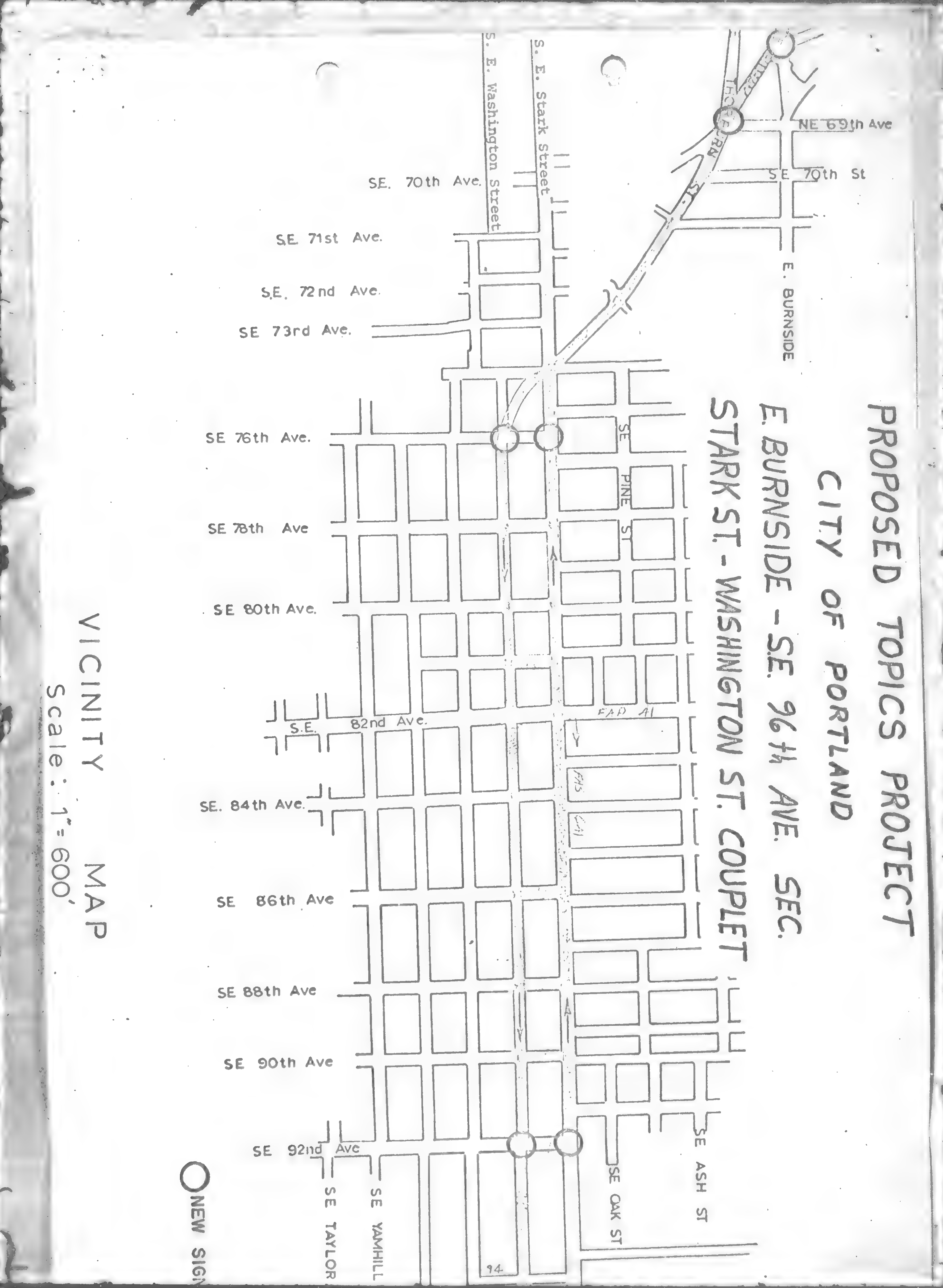
Maps and related data pertinent to the proposal are on file and available for review in the Highway Commission files, State Highway Building, Salem.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

DNH:ljt
6/4/70

OREGONIAN, Portland
OREGON JOURNAL, Portland
DAILY JOURNAL OF COMMERCE, Portland



PROPOSED TOPICS PROJECT
CITY OF PORTLAND
E. BURNSIDE - S.E. 96th AVE. SEC.
STARK ST. - WASHINGTON ST. COUPLET

VICINITY MAP

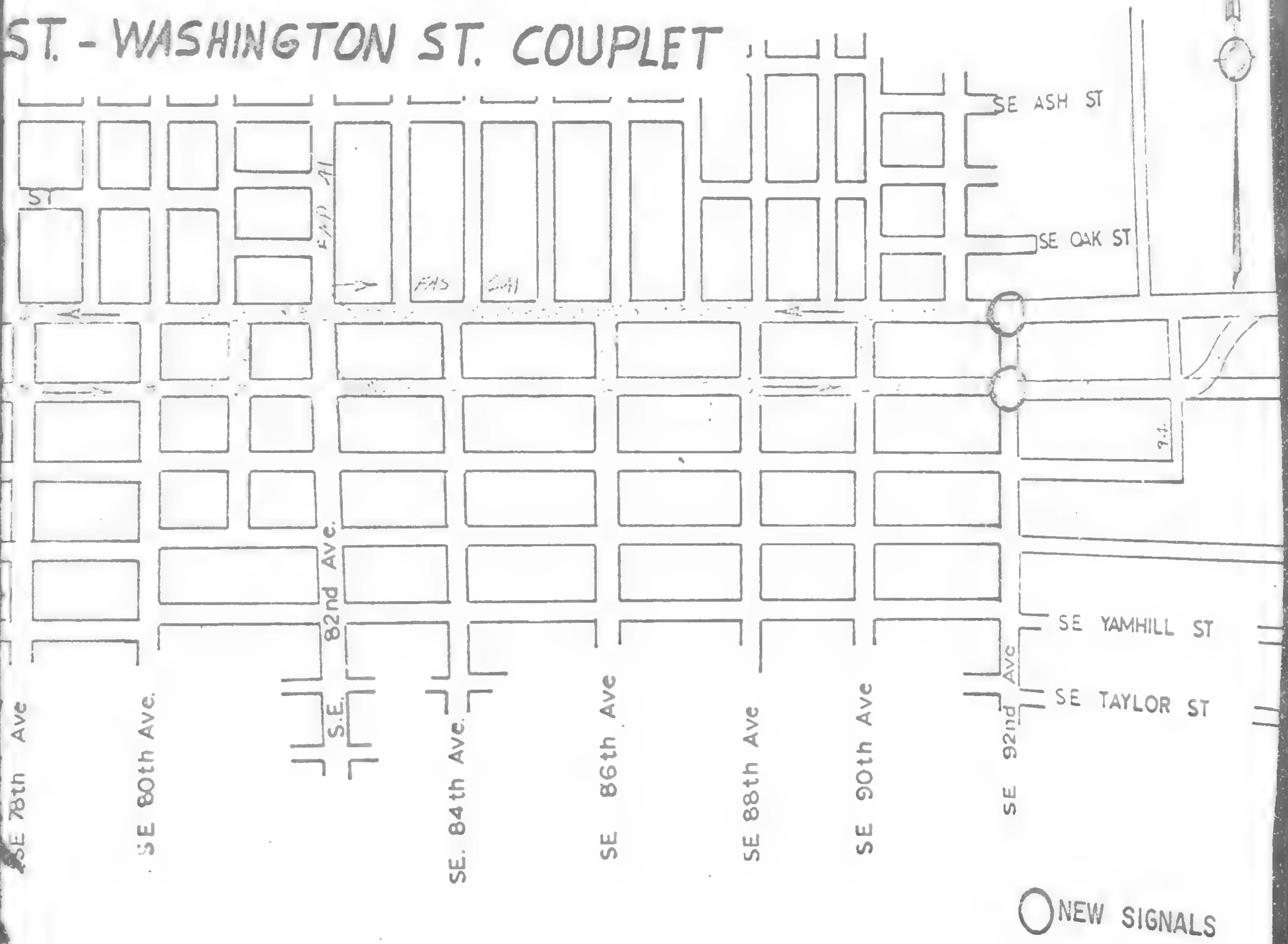
Scale : 1" = 600'

OSED TOPICS PROJECT

TY OF PORTLAND

NSIDE - S.E. 96th AVE. SEC.

ST. - WASHINGTON ST. COUPLET



VICINITY MAP

Scale : 1" = 600'

RECEIVED
JUN 1 [illegible]
ENGINEER
COUNTY & CITY DIVISION

June 5, 1970 ------------NOTE: Your prompt attention to this second notice is urgently requested in order that bids may be accepted at an early bid letting.
~~April 24, 1970~~
(date)

HSC

Hon. Terry D. Schrunk
The Mayor
City Hall
Portland, Oregon 97204

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway Stark Street-Washington Street Couplet

Section E Burnside-SE 96th Avenue: Signals & Signs (TOPICS Project)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

____

____

____

____

____
(date)

Mayor
By Terry D. Schrunk

By ______________________________
Commissioner

By ______________________________
Commissioner

NOTED
MAINOR C. HOLMES

cc: L. H. Young
Attn: Duane Ridings

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
RICHARD BLADORN

RECEIVED
JUL 1[illegible] 1970

FOR FILING

[illegible]
T-56315(1)
7532

H.L.
6-2-70

June 4, 1970

City of Portland
City Hall
Portland, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 3971

Attention: Ray Smith
Auditor

Gentlemen:

Attached for your records are two fully executed copies of an agreement for installation of traffic signals at the intersection of the Cascade Highway and S. E. Washington Street and for the revision of the existing traffic signals at the intersection of S. E. 82nd Avenue and S. E. Stark Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc F. B. Crandall
(conf. agreement attached)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 3, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(-) Portland
Preliminary Engineering for TOPICS Projects

The proposed letter form agreement between the State and the City of Portland transmitted with Mr. Cox's May 27 letter has been reviewed as requested and is satisfactory. We concur that Portland's City Engineering Department is adequately staffed and suitably equipped to perform the necessary work.

Upon execution of the agreement the City may proceed with the preliminary engineering for TOPICS Projects T-5025(1) and T-5025(2) up to the design approval stage as limited by our May 20 program approval for these projects.

6-8-70

REFERRED TO
Young Cox
Asst. State Hwy. Engr

RECEIVED
JUN 8 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

RECEIVED
JUN 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
RICHARD UNREIN

NOTED
RICHARD BLADORN

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
DON HAR

NOTED
H. S. COX

Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

May 27, 1970

Re: TOPICS Preliminary Engineering
City of Portland

Dear Mr. Simpson:

Herewith are two advance copies of a letter-form agreement with the City of Portland that will enable the City of Portland to perform a phase of preliminary engineering on TOPICS projects and receive reimbursement as a participating TOPICS funding item.

The State received authorization to proceed with all phases of preliminary engineering up to location/design approval for two initial Portland TOPICS projects (T-5025(1) and T-5025(2)) on May 20, 1970. The transmittal and request for initial program approval did not contain any statements regarding the City of Portland undertaking any phases of preliminary engineering.

We are requesting that you review the attached letter-form agreement and concur that the Portland City Engineering Department is adequately staffed and suitably equipped to perform said preliminary engineering in a satisfactory, economic and expeditious manner. Also, we are requesting that upon execution of the agreement that the City of Portland be authorized to proceed with the preliminary engineering for these first two initial TOPICS projects.

After approval and signature, two conformed copies of the above agreement will be submitted to you for your concurrence, if needed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: H. S. Cox
H. S. Cox
County and City Engineer

RU:ljt
Attachments
cc: F. B. Klaboe
L. H. Young
A. E. Johnson

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
RICHARD BLADORN

NOTED
[illegible]

NOTED X
DON HARWELL

MONTHLY TRANSACTION NO. 555	FORM PR-1 (REV. 4-61)	**FEDERAL - AID PR**
DATE SUBMITTED TO W. O.	5-12-70	(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City St. E. Burnside St. to 96th Ave. 21 65	**ADT**	PRESENT 28,500	FUTURE 54,100 (66) (70)	YEAR 90 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Traffic Signals and Signs 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A6 (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS TOPICS		COUNTY NAME
	NAME OF URBAN AREA 17-31 Portland	027	ROUTES NO. T	FEDERAL-AID 641 1

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5	10			1	**PE**	3	City Street E. Burnside St. to 96th Ave.	1.3	3,500	2,200
5					**ROW**		(Stark Street-Washington Street Couplet)			R
5	30			3	**CONST** (CODE) X031	3		1.3	98,500	62,500
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	1.3	102,000	64,700
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (33

20 MAY 1970
B.P.R. OREGON DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

-70

ve.	**ADT**	PRESENT 28,500	FUTURE 54,100	YEAR 90	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 077	ITEM NO. 10

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. A6	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): T- NUMBER: 5025 SEQ. NO.: (1)

I. Projects Only: POST MI. DESIG.

COUNTY NAME: Multnomah
CODE: 051

027

ROUTES NO.: T
FEDERAL-AID: 641 -
STATE: City St.
U.S.:

PROGRAM STAGE
☐ 1 OR ☒

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
1.3	3,500	2,200	650	650 (City)	P.E. all phases, install traffic signals, signs and pave. markings to provide traffic control of one-way couplet.
1.3	98,500	62,500	18,000	18,000 (City)	ROW-60' Normal; Access Control-R[illegible].; Park. Restrictions-None.
1.3	102,000	64,700	18,650	18,650 (City)	

RECEIVED
MAY 22 1970
ENGINEER
COUNTY & CITY DIVISION

5-20-70

REMARKS

See Reverse.

USCOMM DUSCOMM-DC 48909-P61

STARK STREET-WASHINGTON STREET COUPLET (PORTLAND)

PROJECT T-5025(1)

Existing Facility: S.E. Stark Street and S.E. Washington Stre which will comprise a one-way couplet. Stark Street is approx mately 44 feet in width (2 lanes with parking). Washington St is approximately 40 feet in width (2 lanes with parking).

Adjacent Facility:

East End: S.E. Stark Street, 44-foot paved street section.
[illegible]st End: E. Burnside Street

Project Data: The work under this project consists of all ph of preliminary engineering, installation of six new pretimed traffic signals, necessary traffic control signing and paveme striping to provide a one-way couplet, Stark Street-Washingto Street, two lanes each way with parking. The signals are to installed at the following locations:

S.E. Washington Street: S.E. 76th Avenue and S.E. 92nd Avenue.

S.E. Stark Street: S.E. 76th Avenue and S.E. 92nd Avenue.

S.E. Gilham Street: E. Burnside and S.E. 69th Avenue.

System Action, Airports, Railroads, Water Development, Histo and Recreational Areas, Relocation Assistance Payments - Non involved.

State Clearinghouse approval - March 6, 1970.

CRAG District Clearinghouse and 204 review approval - April 1970.

Public Hearing - Not required under paragraph 6c of PPM 20-8

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

5-14-70

TRANSACTION NUMBERS 5-51 TO 5-56

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-20-70

BY (Signature): MR. YOUNG'S MAY 11 & 12, 1970 LETTERS

TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 6 THRU 11

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
6	T-5007(1)	0.04	22,500	14,250	DIXON CREEK SECTION (CORVALLIS)	ALL PHASES OF PE - GRADE DRAIN & HIGH TYPE PAVEMENT
7	T-5007(2)	0.0	50,200	31,860	CENTRAL BUSINESS (CORVALLIS)	ALL PHASES OF PE- SIGNALIZE INTERSECTION
8	T-5007(3)	0.15	40,000	25,400	NW CIRCLE BLVD TO NW SPRUCE AVE ON NW 9TH (CORVALLIS)	ALL PHASES OF PE - GRADE - DRAIN, HIGH TYPE PAVEMENT AND TRAFFIC SIGNALS
9	T-5007(4)	0.10	34,000	21,600	NW 29TH TO NW 31ST ON HARRISON BLVE. (CORVALLIS)	ALL PHASES OF PE-GRADE-DRAIN, HIGH TYPE PAVEMENT AND TRAFFIC SIGNALS
X 10	T-5025(1)	1.3	102,000	64,700	STARK ST, WASHINGTON COUPLET (PORTLAND)	ALL PHASES OF PE AND TRAFFIC SIGNALS.
11	T-5025(2)	0.0	54,000	34,300	SW MACADAM AVE. AT BANCROFT ST (PORTLAND)	ALL PHASES OF PE, GRADE, DRAIN HIGH TYPE PAVEMENT, TRAFFIC SIGNALS.

5-19-70

REMARKS (Division)

[illegible]

YOU ARE HEREBY AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING UP TO LOCATION/DESIGN APPROVAL.

RECEIVED
MAY 22 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 5-20-70	SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-934

RECEIVED
MAY 15 1970

T-5025-(1)
7532

May 15, 1970

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Portland for the installation of traffic signals at the intersection of the Cascade Highway (S. E. 82nd Avenue) and S. E. Washington Street and for the revision of the existing traffic signals at the intersection of S. E. 82nd Avenue and S. E. Stark Street. This work is necessary for the implementation of the Stark-Washington one-way couplet.

The agreement provides that the City shall do all of the work of the project, maintain the signals and pay for all electrical energy. The State is to pay one-half the installation cost. The work at each intersection is estimated to cost $8,000. At the meeting of April 21, the installation at Washington Street (State's share $4,000) was approved.

It is recommended that you approve the Stark Street installation (State's share $4,000) and authorize the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the June 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
E. S. Hunter
H. S. Cox
J. J. Gix
A. E. Johnson
L. W. Rulien
L. H. Young
V. E. Skoog

VPJ:mk sr

5-10-70

2 'One-Ways' Open Soon

Conversion of SE Stark and Washington streets to a one-way couplet between SE 74th and 95th avenues will become effective at 10 a.m. Monday, May 11, the Portland Traffic Engineering Bureau announced Friday.

Stark Street will carry westbound traffic, and Washington Street will carry eastbound traffic.

The couplet is a joint project of the city and Multnomah County and is designed to alleviate the heavy congestion through the Montavilla District on SE Stark Street.

Also, the couplet will accommodate interchange traffic from the I-205 freeway being constructed by the Oregon Highway Department. There are plans for extension of the couplet to 108th Avenue by Multnomah County later this year.

Multnomah County constructed the connections at 74th and 95th avenues and widened and improved SE Washington Street. The city is providing the traffic controls for the couplet system.

RICHARD

Oscar H. Norberg
Noted

NOTED
H. S. COX

NOTED
D. B. Arensmeier

[illegible]
MAY 15 1970

T-5025(1)
7532

May 15, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-02, we are submitting one copy of the completed application for federal-aid funding of the following TOPICS projects in Portland.

Item No.	Project No.	Name
10	T-5025(1)	Stark Street-Washington Street Couplet
11	T-5025(2)	S.W. Macadam Ave. at Bancroft Street

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encls.

RNC:la

cc: R. N. Chase

TOPS
Portland

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 12, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

RECEIVED
MAY 15 1970
ENGINEER
COUNTY & CITY DIVISION

Dear Sir:

We are submitting program data for two TOPICS Projects in Portland, Items 10 and 11, which we desire to have included in the Federal-Aid TOPICS Program as established in the 1968 Highway Act.

Each of the project programs contain all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain BPR location/design approval for each project.

We will request further authorization to proceed with preliminary engineering for P.S. & E. preparation for each project as soon as location/design approval is granted.

These projects are programmed under the provisions of paragraph 8b of PPM 21-18 as all steps set forth therein will be completed with reasonable certainty within the 18-month limitation.

Item No. 11, Project T-5025(2), S.W. Macadam at Bancroft (Portland), consists of preliminary engineering and construction on a Type I Primary Highway, FAP 3, Oswego Highway. This is to certify that this project will have a priority which indicates the improvement, for maximum benefits, should be accomplished at this time and as the Highway Division has obligated all available Primary Federal-Aid Funds, the project is programmed under the provisions of paragraph 8d of PPM 20-18 using TOPICS Funds.

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

We hereby certify, in response to your letter of April 16, 1970, Subject: "S.E. Stark St.-S.E. Washington St. Couplet" that the only required right of way for the construction of the one-way couplet was acquired under the following conditions:

a. Easterly connection of Washington St. to Stark St. was acquired by the State of Oregon for Interstate Highway I-205 in compliance with State and Federal laws. Multnomah County by agreement is allowed to use the right of way for a temporary connection to Stark St. (FAS 641).

b. Westerly connection of Washington St. to Stark St. was acquired prior to either street being placed on the temporary TOPICS Federal-Aid Primary Type II Highway System (November 14, 1969). It is therefore our opinion that the 1968 Federal-Aid Highway Act is not retroactive to cover time prior to the placing of the streets on the Type II Primary Highway System.

c. A copy of Mr. Unrein's Memo of April 28, 1970 is enclosed which substantiates a. and b. above.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

Enclosure

NOTED
H. S. COX

SALEM, OREGON
May 7, 1970

TOPICS - Portland

Mr. R. N. Chase
Program and Planning Dept.
BUILDING

Canceled by Cab 70-2

Attached are letters regarding two TOPICS projects in Portland. The City of Portland has requested that the proposed TOPICS project on S. E. 82nd Avenue at S. E. Mill Street be canceled and this has been acknowledged and approved. This office will present this cancellation to the Highway Commission at its June 2, 1970 meeting.

On the proposed S.E. Stark Street-S.E. Washington Street Couplet project, a traffic agreement has been prepared with the City of Portland whereby the existing traffic signal at S.E. 82nd Avenue and S.E. Stark Street will be revised for one-way street operation and a new traffic signal will be installed at S.E. 82nd Avenue and S.E. Washington Street. This work will be accomplished by City forces at an estimated cost of $16,000 which will be shared equally by the State and City. The balance of the proposed TOPICS project will remain for funding with TOPICS funds.

NOTED
RICHARD UNREIN

Richard Unrein
Urban Aid Engineer
County and City Department

RU:ljt

Att.

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

[illegible]

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

1851

CITY OF PORTLAND
OREGON
97204
420 S.W. MAIN ST.—PHONE 228-6141, EXT. 356

May 5, 1970

RECEIVED
MAY 7 - 1970
ENGINEER
COUNTY & CITY DIVISION

Mr. Richard Unrein, Urban Aid Engineer
County and City Department
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Unrein:

I received a copy of your April 28, 1970, memo concerning the Stark-Washington Couplet here in the City of Portland.

Please be advised that Multnomah County and the City of Portland have decided we could not wait for TOPICS for approval of this couplet under the TOPICS Program, and therefore this couplet system will be put into operation on an interim temporary basis, probably May 8, 1970.

The City of Portland still wishes to utilize TOPICS funds for permanent traffic control necessary for this couplet system.

Sincerely,

D. E. Bergstrom

D. E. BERGSTROM
Traffic Engineer

DEB:ba

copies to: F.B. Klaboe
L.H. Young
A.F. Johnson
R.N. Chase
F.B. Crandall
W.N. Bryant - BPR

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

RECEIVED
MAY 4 - 1970
OFFICE OF CITY AUDITOR
FOR FILING

T-5125 (1)
7538

RAY SMITH
CITY AUDITOR

CITY OF PORTLAND
OREGON

May 1, 1970

Mr. Floyd Query, Secretary
Oregon State Highway Commission
P. O. Box 30
Salem, Oregon

Dear Mr. Query:

Please find enclosed herewith quadruplicate copies of agreement for installation of two-phase, pretimed traffic signals at the intersection of S. E. 82nd Avenue and S. E. Washington Street and to revise an existing three-phase traffic signal at S. E. 82nd and S. E. Stark Street for the proposed one-way pattern on S. E. Stark Street, as authorized by Ordinance No. 130752, passed by the City Council on April 16, 1970.

Will you kindly have the proper officials sign all four copies of the agreement, which has already been executed by the City officials, and return two copies to this office for our files.

Yours very truly,

Ray Smith
Auditor of the City of Portland

MS:pow
Encls.

RECEIVED
MAY 4 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
FLOYD QUERY
5-4-70

Copy to F B Crandall
5-4-70

agreements came in envelope w/o letter. Sent them to Traffic 5-4
TG

RECEIVED
APR 14 1970
FOR FILING

T-5625 (1)
7532

April 13, 1970

Oregon State Highway Commission

Gentlemen:

The City of Portland and Multnomah County have recently constructed the Washington-Stark Street couplet easterly of 82nd Avenue (Cascade Highway) in Portland. To put this facility in service requires traffic signals on the Cascade Highway at 82nd Avenue that are estimated to cost $8,000.

It is proper that the State share in one-half the cost of the installation.

Chairman Jackson verbally approved the work on April 9. The matter will be on the agenda for the April 21 meeting for your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
H. S. Cox (Attn: Richard Unrein)
L. W. Rulien
F. B. Crandall
V. E. Skoog

RLP:ms sr

NOTED
H. S. COX

MEMO TO FILES
April 28, 1970

RE: TOPICS, Portland
Stark-Washington Couplet
Public Hearing Necessity

The BPR on April 16, 1970, stated that if no additional right-of-way was needed for the proposed TOPICS project to signalize the Stark-Washington Couplet in East Portland, a public hearing would not be required; however, they further stated that right-of-way acquired for the couplet by Multnomah County must either be certified as having been acquired in compliance with Sections 30 and 35 of the 1968 Federal Aid Highway Act or was acquired prior to the effective date (August 23, 1968) of the law.

The only right-of-way acquired for this project was for the diagonal connections at the easterly and westerly ends of the couplet. In researching the project, it was found that the easterly connection is a temporary connection upon right-of-way purchased by the State for I-205 which was purchased in compliance with appropriate state and federal laws. A letter-form agreement of April 22, 1969, allows the County to use this right-of-way for a temporary connection to S.E. Stark Street which is FAS 641 in this area.

The right-of-way for the westerly connection was acquired prior to either S.E. Washington Street or S.E. Stark Street being placed upon the temporary TOPICS Federal Aid Primary Type II System (November 14, 1969). In discussing this with the BPR, it was determined that they could not make their requirements retroactive to these streets being placed upon the federal aid highway system. Therefore, we can certify that the right-of-way on the easterly connection was acquired in compliance with the appropriate state and federal laws and that the right-of-way acquired for the westerly connection was not subject to these laws.

Richard Unrein
Richard Unrein
Urban Aid Engineer
County and City Department

RU:mm

cc: F. B. Klaboe
L. H. Young
A. E. Johnson
D. H. Moehring
D. E. Keyes
R. N. Chase
BPR
D. E. Bergstrom, City of Portland

NOTED
D. E. [illegible]

Noted
Oscar H. Norberg

NOTED
MAINOR C. HOLMES

OTED
HARWELL

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 16, 1970

In reply refer to: 08-35-EC/710.10

Klaboe

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Proposed Portland TOPICS Project
SE. Stark St.-SE. Washington St. Couplet

With reference to Mr. Klaboe's April 8, 1970 letter on the above subject it is agreed that if no additional right of way is to be acquired to accommodate the subject project a public hearing is not required.

There remains, however, the matter of compliance with Sections 30 and 35 of the 1968 Federal-Aid Highway Act for the right of way acquired by Multnomah County for the construction of the couplet. Your request to program this project must, therefore, contain a certification that the acquisition of this right of way was in compliance with that law or was acquired prior to the effective date (August 23, 1968) of the law and not subject to its requirements.

RECEIVED
APR 23 1970
ENGINEER
COUNTY & CITY DIVISION

Cot
Young
4-23-70

NOTED
F. B. KLABOE

EIVED
2
FFICE OF
HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
APR 10 1970

FOR FILING

I-5025 (1)
7532

April 10, 1970

Mr. D. E. Bergstrom
City Traffic Engineer
Bureau of Traffic Engineering
City Hall
Portland, Oregon 97204

Dear Mr. Bergstrom:

In line with telephone conversations between you and Mr. L. E. George, Assistant Traffic Engineer, I am enclosing five copies of an agreement covering traffic signal installations at the intersections of S. E. 82nd Avenue with S. E. Washington and Stark Streets.

Will you please arrange for the execution of these agreements by the proper City officials and return them to this office. We will then arrange for their execution by the State Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments (5)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
A. E. Johnson (enc.)
L. W. Rulien (enc.)

VPJ:ji ja

RECEIVED
APR 9 - 1970
FOR FILING

T-5025(1)
7538

April 8, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

The following information is submitted in conjunction with a proposed TOPICS project in East Portland to complete the initiation of a S. E. Stark Street-S. E. Washington Street Couplet:

1. In June of 1968 the City of Portland and Multnomah County entered into an agreement to establish and construct a one-way couplet whereby S. E. Stark Street and S. E. Washington Street would be converted from two-way streets into one-way streets between S. E. 74th Avenue and S. E. 96th Avenue.

2. Under the terms of this agreement, Multnomah County's obligations were to prepare all plans and specifications, secure all rights-of-way, let and award all contracts, and supervise the construction of the project. The City of Portland's obligations were to adjust utilities and, upon completion of the project, assume responsibility for operation and maintenance of the streets.

3. Multnomah County began acquiring right-of-way for the project in June of 1968.

4. Construction of the project began with the award of a contract on July 24, 1969.

5. This project is estimated to cost approximately $295,000, which is being paid entirely with local funds. The project was physically completed December 3, 1969, except for a final lift of pavement which is scheduled to be in place by July 1, 1970.

6. Under the terms of the June 1968 agreement, the City of Portland is responsible for the operation and maintenance of the completed couplet. They have requested the use of TOPICS funds to install seven traffic control signals that will provide for an orderly progression of traffic through this corridor.

As this couplet has been physically completed through the cooperative efforts of the City of Portland and Multnomah County, which required a considerable investment of public funds, we do not believe that it would be in the public interest to hold a public hearing for the proposed TOPICS project, which could possibly delay this much needed improvement. We, therefore, request your concurrence that a public hearing would not be in the public interest.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
H. S. Cox
A. E. Johnson

RU:ljt srb

FORM 6-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
April 8, 1970

SUBJECT: Hearing Waiver
TOPICS-Portland
Stark-Washington Couplet

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached for your consideration is a rough draft of a letter to the B.P.R. requesting that a hearing not be required for the proposed Stark-Washington Couplet in Portland.

Richard Unrein
Richard Unrein
Urban Aid Engineer
County and City Department

RU:ljt
Attachment

RECEIVED
APR 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*92475-734

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

1851

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

CITY OF PORTLAND
OREGON
97204
420 S.W. MAIN ST.—PHONE 228-6141, EXT. 356

April 7, 1970

Mr. Richard Unrein, Urban-Aid Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Unrein:

As requested, I am enclosing a copy of my file on the Stark-Washington Couplet.

As indicated previously, the City does not feel that a public hearing is necessary for this project.

Sincerely,

D. E. Bergst

D. E. BERGSTROM
Traffic Engineer

DEB:ba
Encls.

A-8-70
copy of all data to
Klaboe for his info.

RECEIVED
APR - 8 1970
ENGINEER
COUNTY & CITY DIVISION

APPROX. COSTS

Multi Co.	Construction - Contract Amt =	$195,447
	R/W	= 62,563
	Engr. (10%)	= 25,990
		$284,000
Port.	Utilities - - - -	3,077
	Tree Replacement (Antic)	8,000
		$11,077
		295,07

TOTAL

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon
R. L. NORDLANDER, DIRECTOR, DEPARTMENT OF PUBLIC WORKS
MAIN OFFICE (503) 233-5861 ■ 2115 S. E. MORRISON STREET ■ PORTLAND, OREGON 97214

Don Bergstrom

December 3, 1969

RECEIVED
APR - 8 1970
ENGINEER
COUNTY & CITY DIVISION

City of Portland
Department of Public Works
City Hall
1220 SW Fifth Avenue
Portland, Oregon 97204

Dear Sirs:

The purpose of this letter is to inform you Multnomah County has completed the 1969 phase of construction on S. E. Washington Street from its connection at S. E. 74th Avenue and Stark Street, east to the point where it again comes back into Stark Street at approximately S. E. 95th Avenue.

The Washington Street - Stark Street one-way couplet can now be put into operation at the convenience of the City of Portland. Please notify us as to the date of the instituting of this one-way system, as we will have to coordinate the signing east of the City of Portland on this one-way system.

The 1970 phase of construction will include the final lift of pavement on S. E. Washington Street and a top lift of asphaltic concrete paving on S. E. Gilham Street from East Burnside Street to S. E. 69th Avenue; S. E. Thorburn Street from S. E. 69th Avenue to its connection with S. E. Washington Street at S. E. 76th Avenue and S. E. Stark Street from S. E. 74th Avenue east to the City line near S. E. 92nd Avenue.

Very truly yours,

ROBERT L. NORDLANDER, Director
Department of Public Works

RECEIVED
DEC 8 1969
BUREAU OF
TRAFFIC ENGINEERING

HWS/js
Encl.: Vicinity Map

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

From Office of City Engineer June 2, 1969

To Department of Public Works

Addressed to Stanley W. Earl, Commissioner

Subject Washington Street-Stark Couplet

On May 14, 1969 the Council adopted Resolution No. 30530 expressing the intent to widen SE Washington Street, between SE 76th Avenue and the City Limits, as part of our agreement with Multnomah County to construct the SE Stark-Washington Street one-way couplet authorized by Ordinance No. 127129 passed June 27, 1968.

This agreement provides that Multnomah County will assume all expense of construction except relocating City-owned facilities, and replacing existing trees that will be removed. A rough estimate of our share of the cost is $8,000 for tree replacement, $8,500 for altering water facilities and $3,500 for contingencies, making a total of $20,000.

Of the $125,000 approved for the 1968-69 Budget under Code 100 of the State Tax Street Fund for the widening of N. Swift Blvd., there is a balance of approximately $30,000 available as of April 30, 1969. Inasmuch as the Council has decided against any further widening of Swift Blvd., it is recommended that $20,000 of $30,000 balance be allocated for the widening of SE Washington Street between SE 74th Avenue and the City limits.

N. R. DRULARD

City Engineer

JJK:tl

D

RESOLUTION NO. 30530

WHEREAS the Council of the City of Portland believes it necessary for the public safety and convenience to widen SE Washington Street, between SE 76th Avenue and the Easterly City Limits, by altering the curbs and sidewalks in accordance with an agreement with Multnomah County which provides for the SE Washington-Stark Street Couplet and which is authorized by Ordinance No. 127129 passed by the Council June 27, 1968.

WHEREAS the Council desires that such widening commence and proceed to completion as soon as practicable, and desires by this Resolution to express its intent to accomplish such widening; now therefore, be it

RESOLVED by the Council of the City of Portland that the Council does hereby express its intent to participate with Multnomah County in the widening of SE Washington Street, between SE 76th Avenue and the Easterly City Limits, in accordance with the agreement authorized by Ordinance No. 127129 by altering the sidewalks and curbs as necessary.

BE IT FURTHER RESOLVED that in order to accomplish such improvement in an orderly manner and to inform affected parties and property owners of the necessary changes or modifications of their property to be required, the Council does hereby direct the departments and bureaus of the City as follows:

1. The City Engineer is directed to begin participation in accordance with said agreement.
2. The Bureau of Water Works is directed to make adequate plans and provisions and to proceed with the moving of all its facilities in the present sidewalk areas into areas behind the proposed new curb lines.
3. The Bureau of Buildings is directed to notify the owners of property affected by the above improvement that any overhead signs or marquees will have to be removed or altered to be compatible with the new improvement, such removal or alterations to be at the expense of the affected property owner.
4. The City Engineer and the Bureau of Buildings are directed to notify property owners with vaulted areas, fuel tanks or other facilities in the street right-of-way that such facilities must be removed or altered to be compatible with the above improvement; such removal or alterations to be at the expense of the affected property owners.

5. The City Engineer is directed to notify all private utilities of this improvement, and to remove or alter their respective facilities within the affected areas prior to the final paving and at such time that will not conflict with the contractor doing the improvement. The cost of such removals or alterations are to be at the expense of the affected utility.

6. The City Engineer is further directed to notify either directly or through the appropriate bureau any other persons known to be affected by or have an interest in the improvement.

Adopted by the Council: MAY 14 1969

Ray Smith
Auditor of the City of Portland

Stanley W. Earl, Commissioner
May 9, 1969
JJK:tl

S.E. Wash.

Portland, Oregon
Oregon Journal
(Cir. D. - 148,886)

APR 24 1969

Allen's P.C.B. Est. 1888

County Fights SE Car Jam

In an effort to unsnarl one of the "worst traffic bottlenecks" in the city, Multnomah County commissioners Thursday agreed to let bids for improvement of SE Washington Street from 74th through 94th avenues.

Completion of the estimated $350,000 project is expected this year.

Washington Street will be widened and run one-way eastbound from SE 74th through 94th Avenues. Stark Street will run one-way westbound between the same avenues.

EVENTUALLY the two streets will continue to SE 162nd Avenue.

Motorists traveling to the city will have an option of using either Stark Street or Burnside from 74th Avenue. Studies indicate the two streets will have equal use.

Commissioner David Eccles said the plan will relieve congestion greatly at SE 82nd Avenue and Stark Street.

He said this move was not the first time the county had assumed full financial responsibility for improving streets within the city limits.

"Our theory is that the traffic problem is not generated from cars moving from the city out to the county," Eccles said.

HE SAID the trouble is caused by cars in the county moving into the city.

City Commissioner William A. Bowes, in charge of city streets, said the county's action is by agreement reached with the city some time ago. However, detailed plans and specifications are subject to review by the city engineer, and the City Council must hold a public hearing on the matter before a contract may be let for the work involved.

COUNTY COMMISSIONERS
M. JAMES GLEASON, CHAIRMAN
L. W. AYLSWORTH
DAVID ECCLES
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon
R. L. NORDLANDER, DIRECTOR, DEPARTMENT OF PUBLIC WORKS
MAIN OFFICE (503) 233-5861 • 2115 S. E. MORRISON STREET • PORTLAND, OREGON 97214

RECEIVED
MAY 6 1969
CITY ENGINEER

APRIL 10, 1969

NOTICE

PROJECT #715

The HULTNOMAH COUNTY DEPARTMENT of PUBLIC WORKS plans to widen and improve S. E. Washington Street from S. E. 74th Avenue to S. E. 94th Avenue this summer. We will be clearing the public road right of way during the month of May. Owners desiring to retain shrubbery, fencing, etc., located within the road right of way should have it removed prior to May 1, 1969.

Actual construction of the road will commence in July and continue through the summer months. This will result in some inconveniences to you, such as inaccessible driveways, rough road, dust and detours. We will make every effort to keep these to a minimum. Your cooperation throughout this period will be greatly appreciated.

If you have any questions concerning this project, please call 233-5861, Mr. Whitfield.

ROBERT L. NORDLANDER
Director of Public Works

M. W. Whitfield
M. W. WHITFIELD
Assistant Engineer

OFFICE OF THE CITY ENG.		
NO. 17572	SUBJECT S E Washington STREET	
FOR ATTN. OF:	RECEIVED	DATE
MRW		5/6
WTM	WTM	5/6
~~[illegible]~~		
WNC		
KIRK	✓	
SENT TO FILES BY		DATE

Dec has copy 5-6-67
J.

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon
R. L. NORDLANDER, DIRECTOR, DEPARTMENT OF PUBLIC WORKS
MAIN OFFICE (503) 233-5861 ■ 2115 S. E. MORRISON STREET ■ PORTLAND, OREGON 97214

March 19, 1969

Mr. Donald Bergstrom, Traffic Engineer
Bureau of Traffic Engineering
420 S W Main St.
Portland, Oregon 97204

RE: 82nd Avenue & S. E. Washington St.

Dear Mr. Bergstrom:

Our construction schedule calls for Washington Street to be completed sometime in September of this year.

You will, no doubt, want to contact the Oregon State Highway Department and arrange for traffic signal installation at the appropriate locations.

If any further information is required on this matter, please contact us.

Very truly yours,

ROBERT L. NORDLANDER
Director of Public Works

By M. W. Whitfield
M. W. Whitfield, Asst.
Construction Engineer

MWW:ct

RECEIVED
pld MAR 21 1969
BUREAU OF
TRAFFIC ENGINEERING

Copy in Topics file

AGREEMENT

THIS AGREEMENT, made and entered into by and between MULTNOMAH COUNTY, a political subdivision of the State of Oregon by and through its Board of County Commissioners, hereinafter called "County", and the CITY OF PORTLAND, a municipal corporation by and through its City Officials, hereinafter called "City":

WITNESSETH:

RECITALS:

1. Pursuant to ORS 373.260, County and City may enter into an agreement for the construction, improvement or repair of, and the acquisition of right of way for any county road or city street within the corporate limits of City.

2. County and City in their judgement have deemed it necessary, in order to maintain safe and expeditious routes for the traveling public, to open, construct and reconstruct at the following streets within the City:

S. E. Gilham Street from E. Burnside Street to S. E. 69th Avenue.
S. E. Thorburn Street from S. E. 69th Avenue to its connection with S.E. Stark Street at S.E. 74th Avenue.
An extension of S. E. Thorburn Street from S. E. 74th Avenue and S. E. Stark Street to S. E. 76th Avenue and S. E. Washington Street.
S. E. Stark Street and S. E. Washington Street as a one-way couplet from S. E. 76th Avenue to the City Boundary.

All as shown on the map attached hereto marked "Exhibit A" and by this reference made a part hereof. Hereinafter all acts necessary to accomplish this end shall be referred to as the "project".

NOW, THEREFORE, the promises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY COUNTY:

1. County hereby approves the RECITALS herein, Exhibit A, THINGS TO BE DONE BY CITY, and all other provisions of this agreement.

2. County shall prepare all plans and specifications, shall let and award all contracts for the project and shall supervise the construction hereof, and shall be generally responsible for all the construction work to the successful completion of the project.

3. County shall secure all rights of way required for the project at its sole expense.

4. County shall perform all work necessary for the completion of the project, including the purchase of necessary rights of way at its sole expense, except as hereinafter covered in THINGS TO BE DONE BY CITY.

THINGS TO BE DONE BY CITY:

1. City hereby approves the RECITALS herein, Exhibit A, THINGS TO BE DONE BY COUNTY, and all other provisions of this agreement.

2. City shall relocate all city owned sewers, pipes, mains, hydrants and all other City owned facilities or utilities as may be necessary for the completion of the project at the sole expense of City.

3. City, without cost to County, shall relocate, or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes and other such facilities of every kind and nature which are located within any PUBLIC STREET covered by the project and which are required to be relocated or extended to conform to the plans of said project. To this end, City shall exercise all its municipal powers, including its legislative power, to require the relocation of such utilities or facilities to conform to the plans of said project.

4. City agrees to the widening of the roadway on S. E. Washington Street to 36 feet except between S. E. 81st Avenue and S. E. 83rd Avenue extended, where roadway shall be 44 feet in width.

5. City agrees, if necessary, to establish no-parking at any time regulations on S. E. Washington Street, except on the section between S. E. 81st Avenue and S. E. 83rd Avenue. 7/2/68

6. City agrees to hold any necessary public hearings concerning the opening, widening and reconstruction work to be done under the project.

7. City agrees to replace any trees now growing in the street area on S. E. Washington Street which must be removed for the street widening, by tree plantings to be approved by the City Park Bureau at the sole expense of City.

8. City agrees that, upon completion of the project, it will take over the streets covered in the project, and will assume all maintenance of said streets thereafter.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their respective officials and have caused their respective seals to be affixed hereto, the City officials acting pursuant to Ordinance No. 127139 passed by the Council on the 27th day of June, 1968.

This agreement was approved by the County acting through its Board of County Commissioners pursuant to Board Order dated June 6, 1968, entered in Page 176, of Volume 114, Commissioner's Journal.

APPROVED:

P. C. NORTHROP

APPROVED AS TO FORM:
GEORGE VAN HOOMISSEN
District Attorney

By [illegible] O. Roberts
Deputy

By M. James Gleason
Chairman

By ______________________
Commissioner

By ______________________
Commissioner

By ______________________
Commissioner

By ______________________

This agreement was approved by the City of Portland acting through its City Officials pursuant to Ordinance No. 127129, passed by the Council on the 27th day of June, 1968.

Willi T. Monahan
Acting City Engineer

City Auditor

APPROVED AS TO FORM:

Alexander G. Brown
City Attorney

By Wm A Bowes
Mayor

By Wm A Bowes
Commissioner of Public Works

By Non-existant
Highway Engineer Coordinator

Aud. 99-175-120
4-63 2M

OFFICE OF

AUDITOR OF THE CITY OF PORTLAND

PORTLAND, OREGON 97204

ROOM [illegible]
CITY HALL

COPY CERTIFICATE

STATE OF OREGON,
County of Multnomah,
CITY OF PORTLAND, } ss

I; RAY SMITH, Auditor of the City of Portland, do hereby certify that I have compared the following copy of Ordinance No. 127129, passed by the Council June 27, 1968, being, "An Ordinance authorizing an agreement with Multnomah County for the opening, construction and reconstruction of portions of S.E. Gilham Street, S.E. Thorburn Street, S.E. Stark Street and S.E. Washington Street, and declaring an emergency,"

with the original thereof, and that the same is a full, true and correct copy of such original

Ordinance No. 127129

and of the whole thereof as the same appears on file and of record in my office, and in my care and custody.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of the City of Portland affixed this 1st day of July, 1968.

Ray Smith
Auditor of the City of Portland

By Deputy

ORDINANCE No. 127129

An Ordinance authorizing an agreement with Multnomah County for the opening, construction and reconstruction of portions of S. E. Gilham Street, S. E. Thorburn Street, S. E. Stark Street and S. E. Washington Street, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds that pursuant to ORS 373.260 Multnomah County and the City may enter into agreements for the construction, improvement or repair of and the acquisition of rights of way for any county road or city street within the corporate limits of the City; that Multnomah County and the City in their judgment have deemed it necessary in order to maintain safe and expeditious routes for the traveling public to open, construct and reconstruct portions of S.E. Gilham Street, S.E. Thorburn Street, S.E. Stark Street and S.E. Washington Street; that it is in the public interest that such agreement be entered into in order to accomplish the stated objectives; now, therefore, the Mayor and Commissioner of Public Works are hereby authorized to enter into an agreement on behalf of the City of Portland with Multnomah County to provide for the opening, construction and reconstruction of portions of S.E. Gilham Street, S.E. Thorburn Street, S.E. Stark Street and S.E. Washington Street, which agreement shall be substantially in accordance with the form of agreement attached to the original only of this ordinance and by this reference made a part of this ordinance, such agreement shall be approved in form by the City Attorney.

Section 2. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: In order that the agreement herein described may be entered into in the interest of public safety without unnecessary delay; therefore, an emergency hereby is declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, JUN 27 1968

Terry D. Schrunk
Mayor of the City of Portland

Attest: Ray Smith
Auditor of the City of Portland

Commissioner Bowes
June 25, 1968
RLH/fg

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DAN MOSEE
MEL GORDON

Multnomah County Oregon
BOARD OF COUNTY COMMISSIONERS
(503) 227-8411 ■ ROOM 605, COUNTY COURTHOUSE ■ PORTLAND, OREGON ■ 97204

June 10, 1968

City of Portland
City Hall
Portland, Oregon 97204
Attention: Mr. Ray Smith,
City Auditor

Dear Sirs:

We are transmitting herewith copy of Order of the Board of County Commissioners, dated June 6, 1968, in the matter of the Execution of an Agreement with the City of Portland for the Opening, Construction and Reconstruction of certain streets located within the City of Portland.

We are also transmitting herewith Agreement in triplicate which has been executed on behalf of Multnomah County. Kindly return one fully executed copy to this office, attention Clerk of the Board.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By
Clerk of Board

ja
Enc - 1 copy Order
3 copies Agreement

RECEIVED
JUN 11 [illegible] 52 AM 1968
RAY SMITH, AUDITOR
CITY OF PORTLAND, ORE.
BY

[illegible] COUNTY COMMISSIONERS FOR

MULTNOMAH COUNTY, O[illegible]GON

In the Matter of the Execution of an Agreement with the CITY OF PORTLAND for the Opening, Construction and Reconstruction of Certain Streets Located Within the City of Portland.) **ORDER**

The above-entitled matter is before the Board to consider the execution of an agreement with the City of Portland wherein the County would open, construct or reconstruct certain rights-of-way located within the corporate limits of the City of Portland, to-wit: S. E. Gilham Street, S. E. Thorburn Street and extension of S. E. Thorburn Street and S. E. Stark and Washington Streets, as more fully described in said agreement; and

It appearing to the Board that under the terms of said agreement the County would prepare all plans and specifications and let and award all contracts for said road improvement projects and will generally be responsible for the construction work to its completion, and that upon completion the City of Portland would in addition to other responsibilities take over said completed road improvements and assume future maintenance; and

It appearing to the Board that said agreement is authorized under the terms and provisions of ORS 373.260, and it appearing that said agreement is in the best interests of Multnomah County, and the Board being fully advised in the premises, it is hereby

ORDERED that Multnomah County enter into an agreement with the City of Portland for the improvement of certain streets and rights-of-way lying within the City of Portland as more fully described in the agreement attached hereto, and that the Chairman of the Board of County Commissioners for Multnomah County be and hereby is authorized and directed to execute said agreement on behalf of Multnomah County.

June 6, 1968

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

By M. JAMES GLEASON
Chairman

(SEAL)

APPROVED AS TO FORM:

GEORGE VAN HOOMISSEN
District Attorney for
Multnomah County, Oregon

By RICHARD D. ROBERTS
Richard D. Roberts
Deputy District Attorney

Order.

A-8-70

[illegible] Bennett ~~77-22[illegible]~~

[illegible]

Mr. [illegible] –

77 – 228 – 6141 – EXT. 412

Carl Sh[illegible]

Dates Begin [illegible] – June 6-17-68

Fin[illegible] –

contract

Beg[illegible] [illegible] 7-24-69 8-25-69

Fin[illegible] [illegible] LIH b[illegible]

$ Allenson

~~GAA~~ ~~Sha[illegible]~~ – [illegible] – 3,07%

$ Bill – $ 62,563

Con[illegible] Emer. 195,447 –

Constr[illegible] 258,010

25,990

$ 284,000

TO PS

Form E-1?

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section E. Burnside St.-S.E. 96th Ave.

Date April 7, 1970

Highway S.E. Stark St.-Washington St. Couplet

Authorization No. 1

County Multnomah

Survey Prefix 26-0601 (Assigned by Salem office)

Description of termini, route, length, etc.: The following intersections in southeast Multnomah County:

1. E. Burnside St. and S. E. Gilham St.
2. S. E. Stark St. and S. E. Thorburn St.
3. S. E. Stark St. and S. E. 76th Ave.
4. S. E. Stark St. and S. E. 82nd Ave. (*)
5. S. E. Stark St. and S. E. 92nd Ave.
6. S. E. Washington St. and S. E. 76th Ave.
7. S. E. Washington St. and S. E. 82nd Ave. (*)
8. S. E. Washington St. and S. E. 92nd Ave.

The overall length of project is 1.3 miles.

(*) See Traff Signal Agree Hwy 160, Portland 6/3/70

Purpose of survey: To obtain field data and prepare maps for the purpose of signalizing the above intersections.

RECEIVED
MAY 27 1970
ENGINEER
COUNTY & CITY DIVISION

Estimate of cost:

(901)	Field -	$1,000
(905)	Plans -	1,250
(911)	Traffic -	1,250

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 3,500

Previous authorization . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by: .... Field Engineer

Recommended for Approval: J H Versteeg .... Division Engineer

Recommended for Approval: D J Baker .... Design Construction Engineer

Approved: F B Klaboe .... Asst State Highway Engineer

NOTED
MAINOR C. HOLMES

State Printing NOTED
H. S. COX

Noted
Oscar H. Norberg

PROGRAM & PLAN. DIV.
P. E. APPR. 5-20-70
FED. - AID ✓ STATE ....

NOTED
EDWARD UNREIN

TOPICS NOTED
RICHARD BLADORN

NOTED
DON HARWELL

RECEIVED
APR 9 - 1971

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 7, 1970

SUBJECT:

To: Mr. R. L. Porter
Deputy State Highway Engineer
OFFICE

approved by Glenn L. Jackson
8:25 AM April 9-1970

Please recommend to Chairman Jackson that the State cooperate with the City of Portland on the installation of a new traffic signal at 82nd Avenue and Washington Street and the remodeling of an existing signal at 82nd Avenue and Stark Street in Portland.

These two signals will allow the City of Portland and Multnomah County to put into service the Washington-Stark couplet already constructed.

The work will be done entirely by the City of Portland and we would be expected to reimburse them for one-half the cost. Their estimate for the total project is $8,000, so our half share would be $4,000.

Approval to begin the work immediately is required and, if approved, Mr. Edwards will immediately have an agreement drawn up to cover the matter.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Tom Edwards
Richard Unrein

R

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

CITY OF PORTLAND
OREGON
97204
420 S.W. MAIN ST.—PHONE 228-6141, EXT. 356

NOTED
H. S. COX

March 25, 1970

Mr. Richard Unrein, ✓ Urban-Aid Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Unrein:

As requested, we are enclosing traffic volumes and accident information for the three TOPICS projects we have applied for.

Signal plans for these projects are being drawn and will be sent to you as soon as they are complete.

A description of each project and support data follows.

If additional information is required please let us know.

Sincerely,

D. E. Bergstrom

D. E. BERGSTROM
Traffic Engineer

RCS:ba
Encls.

A-3-70
ADT & DESCRIPTIONS
Furnished to Dick Chase.

NOTED
HAROLD
REYNOLDSON

RECEIVED
MAR 30 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

March 25, 1970

BUREAU OF TRAFFIC ENGINEERING
City of Portland, Oregon

Description - TOPICS Projects

STARK-WASHINGTON COUPLET

Present Conditions: S.E. Stark Street is a 36 foot arterial street running through a commercial area between S.E. 76th Avenue and 96th Avenue. Parking demand is heavy making it difficult to remove parking except on a peak hour basis adjacent to 82nd Avenue. There is heavy congestion because of turning movements, pedestrian movements, and parking maneuvers.

Multnomah County has, under an agreement with the City, improved S.E. Washington Street, which is parallel and one block south of S.E. Stark Street; and also constructed transitional streets at S.E. 74th Avenue and at S.E. 94th Avenue. This construction was done so a one-way couplet could be installed through this section. This TOPICS request is for the traffic control necessary to implement this couplet.

Future Conditions: The one-way couplet will provide a smooth flow of traffic, additional capacity less pedestrian hazard and less parking friction. This couplet will, in the future, tie into a proposed Multnomah County couplet which will extend east to 103rd Avenue crossing over I-205 Freeway and through a new shopping center.

S.E. 82ND AND MILL STREET - SIGNAL

Present Conditions: S.E. 82nd Avenue a major four-lane arterial carrying an ADT of 29,500 is uninterrupted for three-quarters of a mile between S.E. Yamhill Street and Division Street. S.E. Mill Street, over one-fourth of a mile north of Division is used by primary school children as an unpatrolled crossing. In checking with the school authorities we find it is impossible to re-establish school boundaries or eliminate this crossing.

S.E. 82ND AND MILL STREET - SIGNAL (Continued)

S.E. Mill Street is one of the few streets that will cross to the east of I-205 Freeway at 96th Avenue and volumes are expected to increase when the freeway is complete.

S.W. MACADAM AND BANCROFT - SIGNAL

Present Conditions: S.W. Macadam is a one-way street north of S.W. Thomas Street which is two blocks north of Bancroft Street. Logically the one-way couplet should end at Bancroft but because of an industrial area to the north and east access to the south was provided by an unusual design as can be seen in the attached sketch.

This proposed signal is to be installed at recently improved S.W. Bancroft Street which was designed and built to eliminate the two-block section of two-way Macadam north of Bancroft.

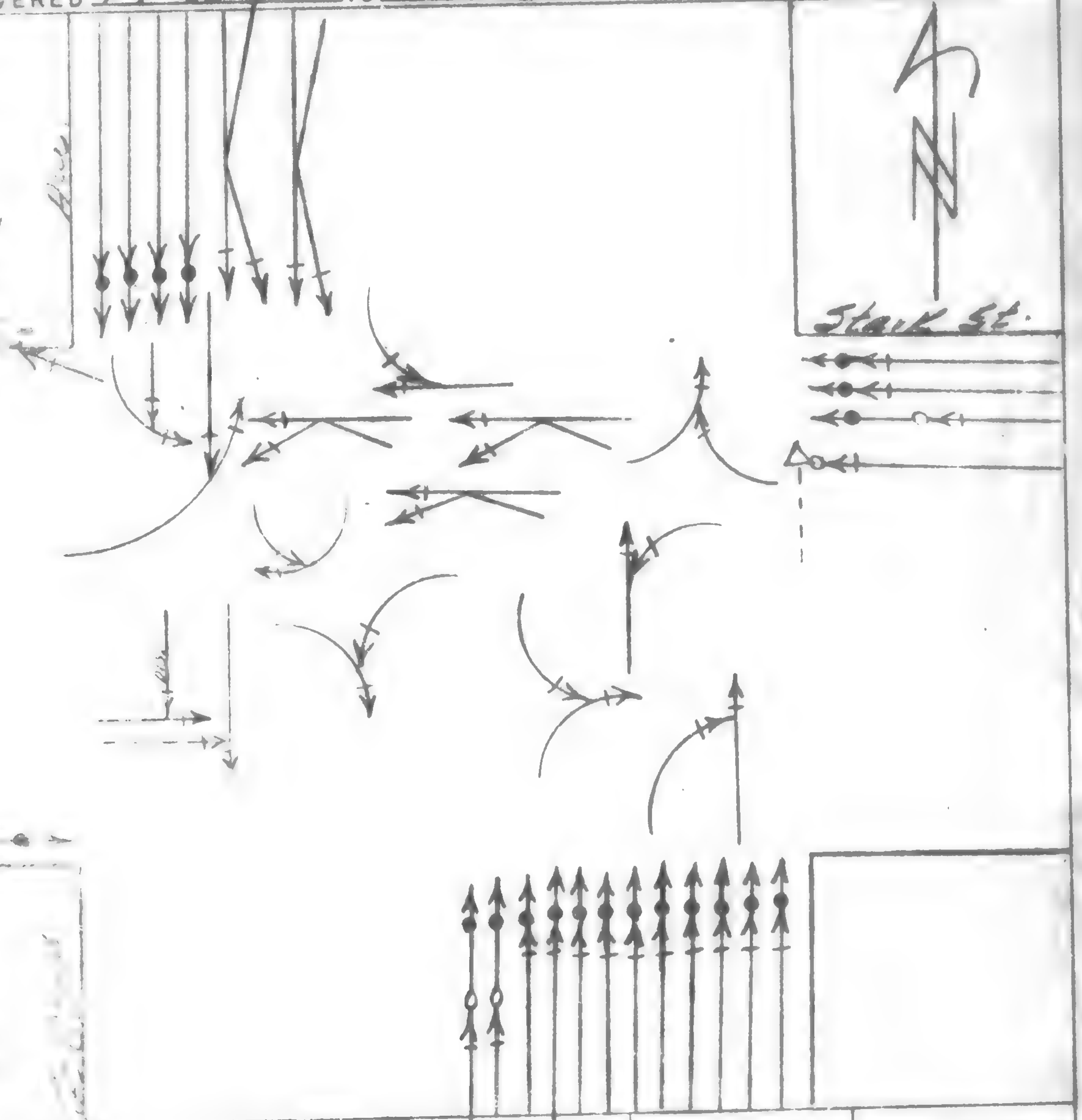
CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION SE 82nd Ave & Stark St. COMPILED BY Shields
PERIOD COVERED 1-1-68 TO 12-31-68 DATE 3-11-68.

LEGEND

- ● Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision-Rear-end
- Collision-Head-on
- Collision-Sideswipe
- Path of Pedestrian



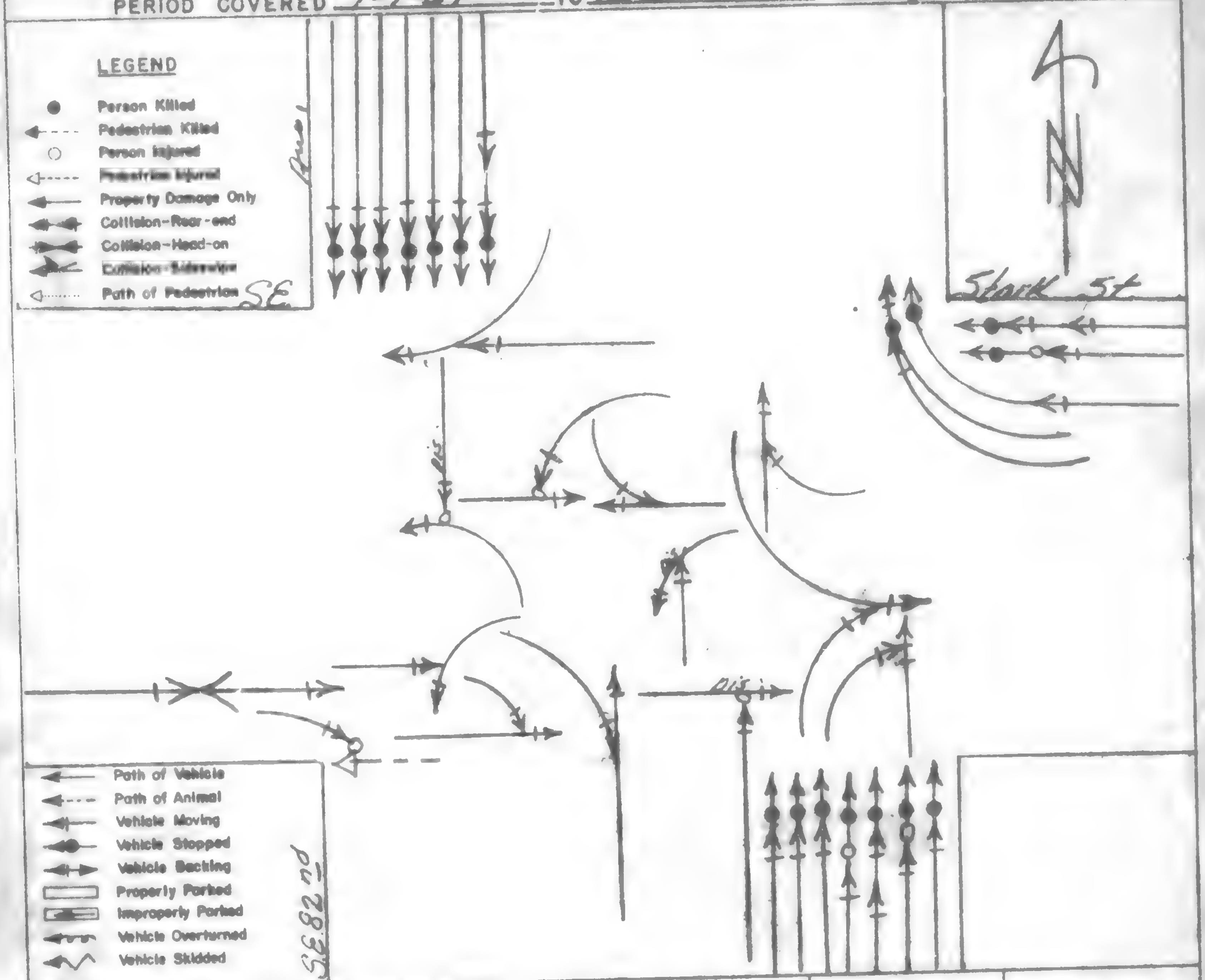
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

COLLISION TYPE	Fatal	Non-Fatal	Prop Damage	Total	Fatal	Non-Fatal	Prop Damage	Total	Fatal	Non-Fatal	Prop Damage	Total	Fatal	Non-Fatal	Prop Damage	Total	Fatal	Non-Fatal	Prop Damage	Total
	168																			
Angle			2	2																
Head-on																				
Rear-end				20																
Sideswipe			5	5																
Turning Movement			9	9																
Parking																				
Non-collision																				
Fixed Object			1	1																
Pedestrian																				
Backing																				
Misc.																				
TOTAL		5	33	38																

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION SE. 82nd Ave & Stark St. COMPILED BY Shields
PERIOD COVERED 1-1-67 TO 12-31-67. DATE 3-10-70.

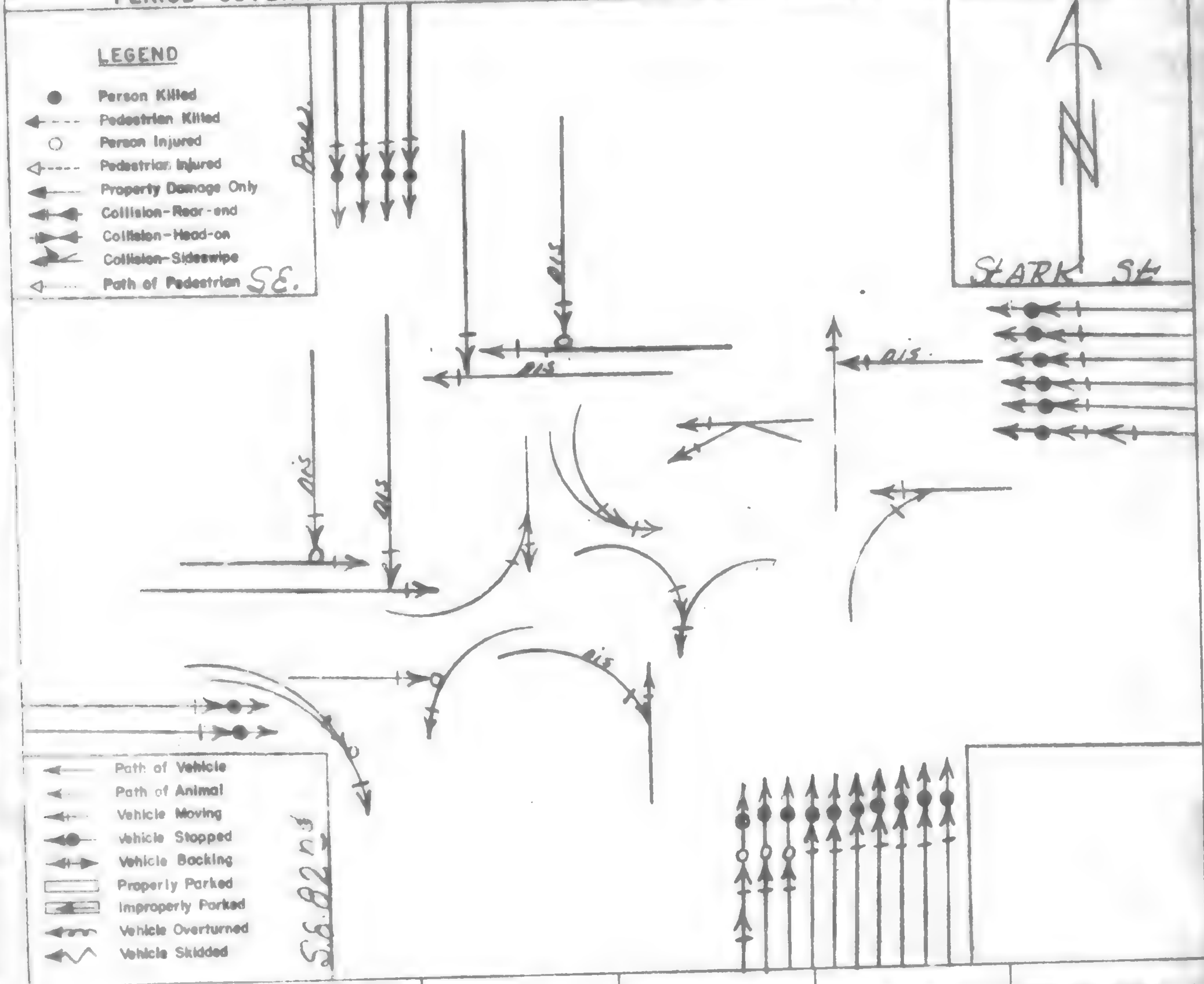


COLLISION TYPE	1967																			
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle		1		1																
Head-on																				
Rear-end		3	14	17																
Sideswipe																				
Turning Movement		2	10	12																
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian		1		1																
Backing			1	1																
Misc.																				
TOTAL		7	25	32																

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION SE. 82nd Ave & Stark St COMPILED BY Shields
PERIOD COVERED 1-1-66 TO 12-31-66 DATE 3-10-72.

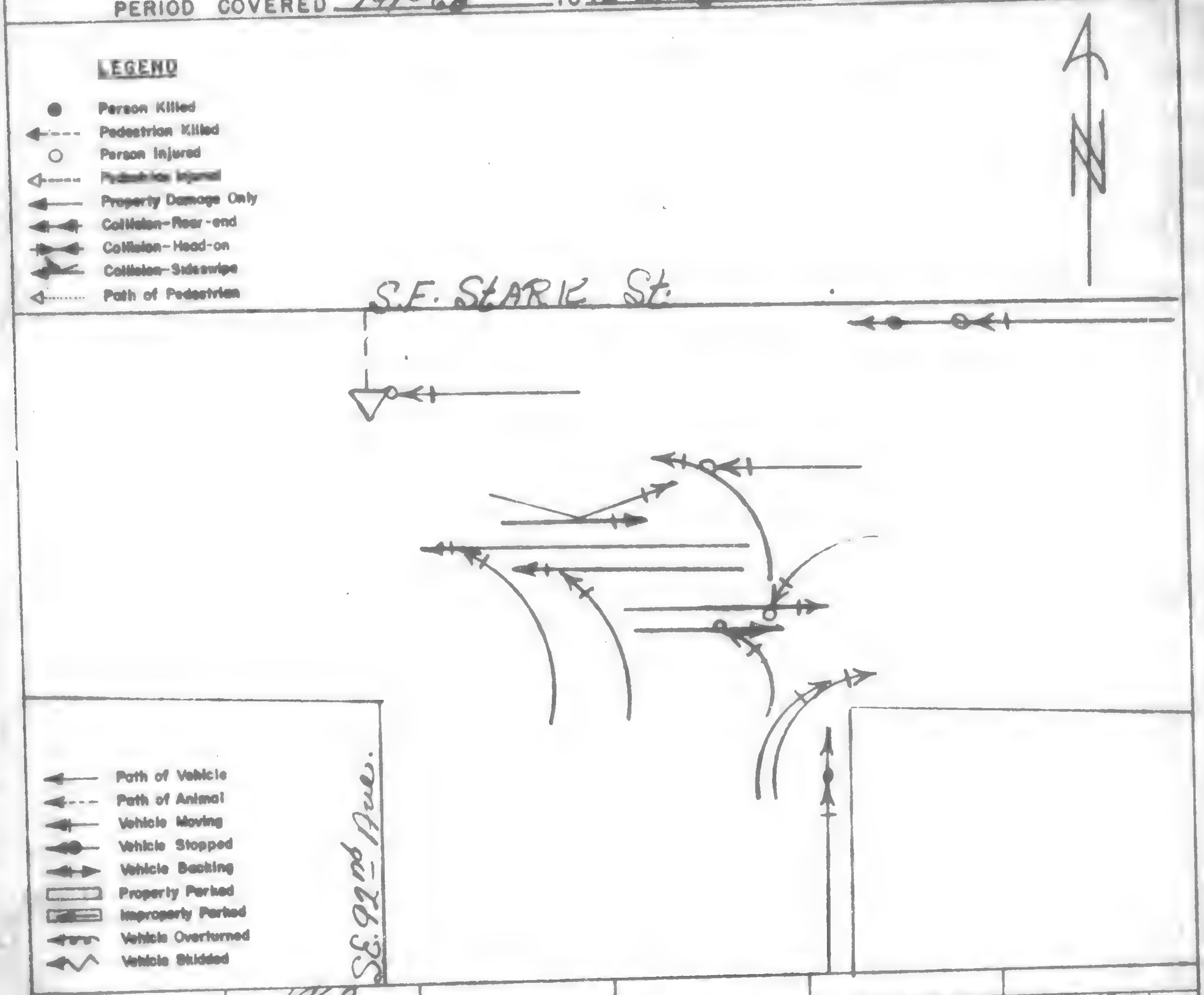


COLLISION TYPE	1966																			
	Fatal	Non-Fatal	Prop Damage	Total	Fatal	Non-Fatal	Prop Damage	Total	Fatal	Non-Fatal	Prop Damage	Total	Fatal	Non-Fatal	Prop Damage	Total	Fatal	Non-Fatal	Prop Damage	Total
Angle		2	3	5																
Head-on																				
Rear-end		3	19	22																
Sideswipe			1	1																
Turning Movement		2	5	7																
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		7	28	35																

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING
COLLISION DIAGRAM

LOCATION S.E. 92nd Ave & Stark St. COMPILED BY Shields

PERIOD COVERED 1-1-68 TO 12-31-68 DATE 3-9-70.



COLLISION TYPE	1968 Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end			2	2.																
Sideswipe			1	1																
Turning Movement		3	3	6																
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian		1		1																
Backing																				
Misc.																				
TOTAL		4	6	10																

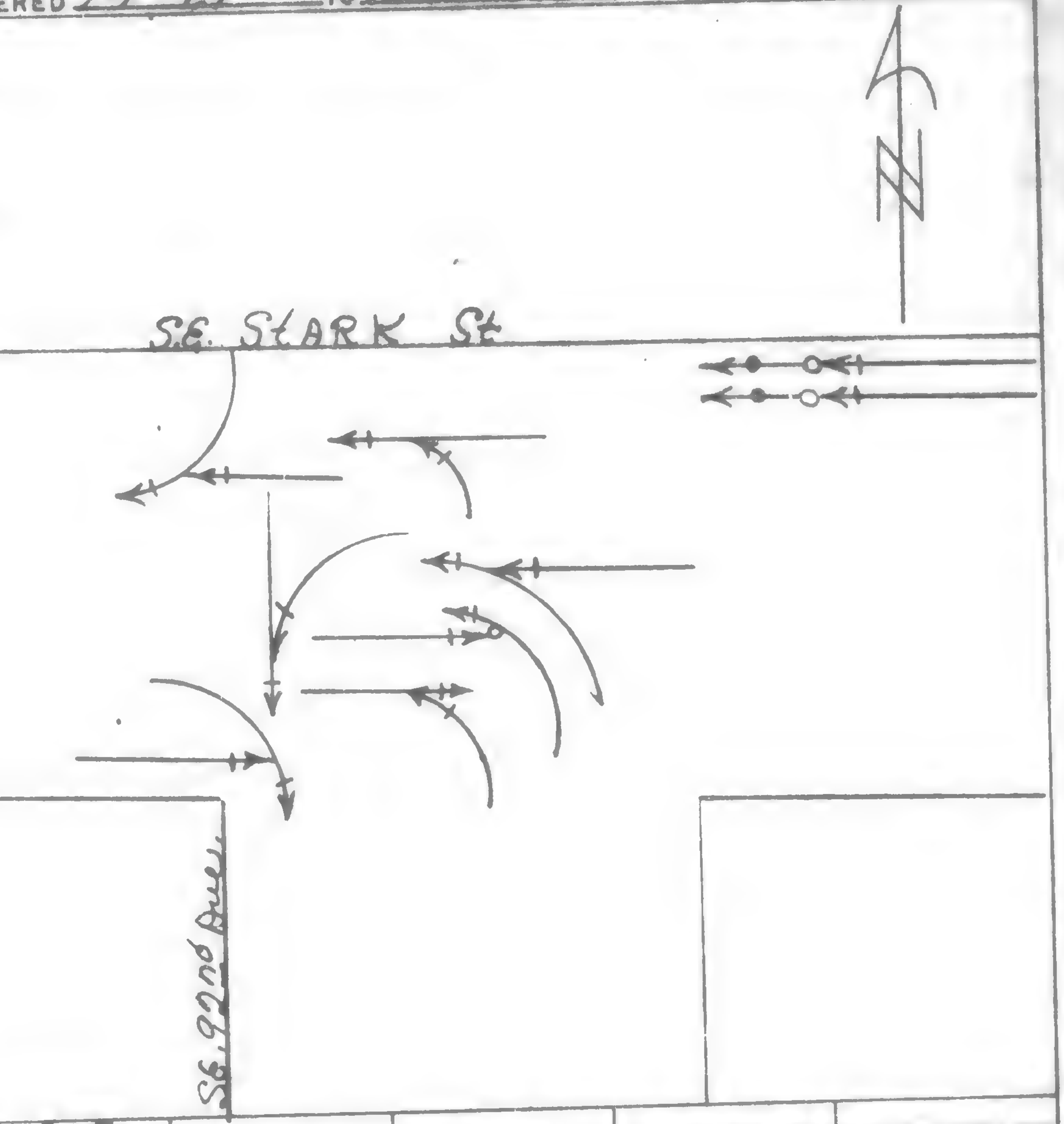
CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION S.E. 92nd Ave. & Stark St. COMPILED BY Shields.
PERIOD COVERED 1-1-67 TO 12-31-67. DATE 3-9-70.

LEGEND

- ● Person Killed
- ←--- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ← Property Damage Only
- Collision-Rear-end
- Collision-Head-on
- Collision-Sideswipe
- ◁······ Path of Pedestrian



- ← Path of Vehicle
- ←--- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

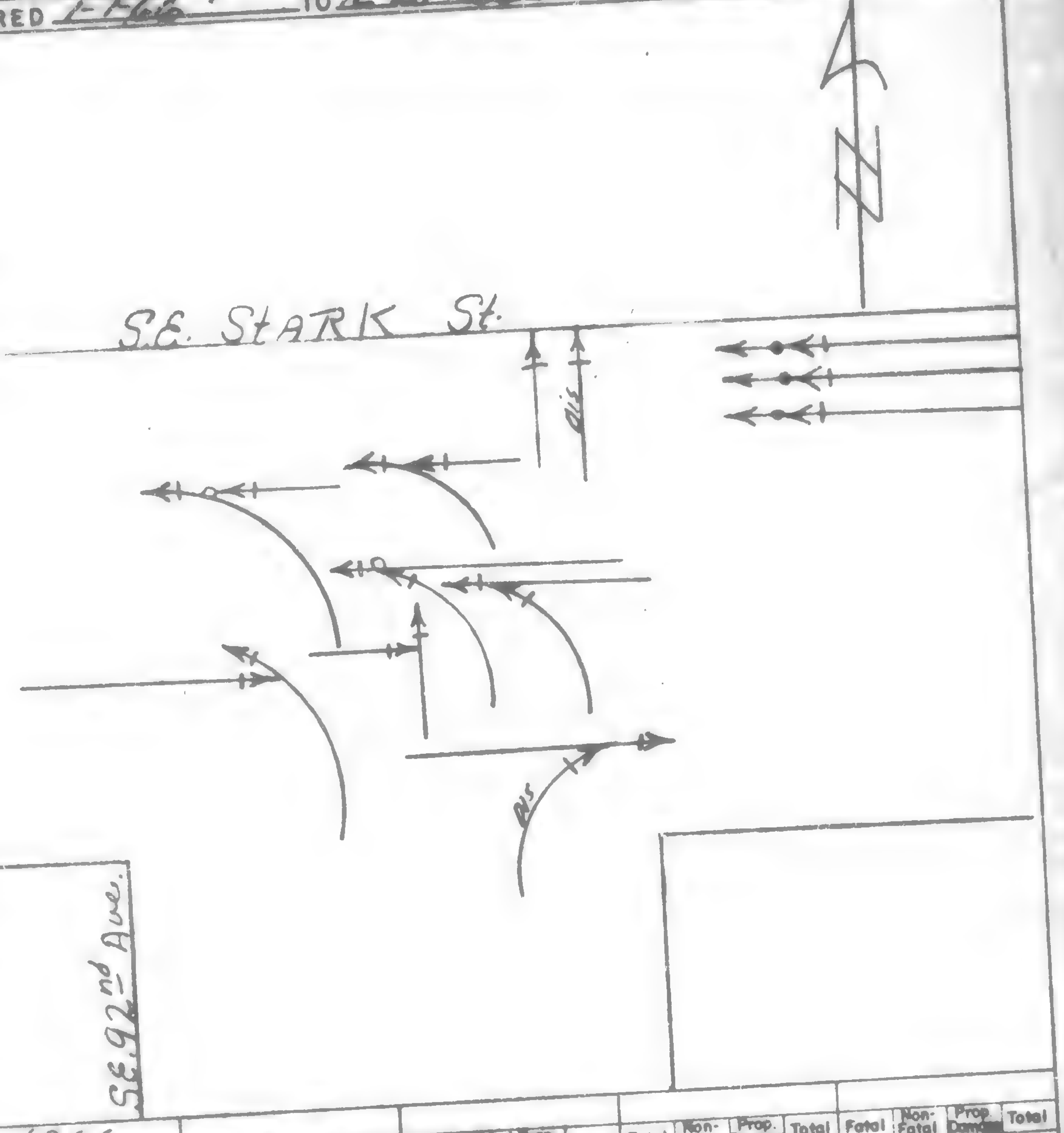
COLLISION TYPE	1967.																			
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		2		2.																
Sideswipe																				
Turning Movement		1	6	7																
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		3	6	9.																

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING
COLLISION DIAGRAM

LOCATION S.E. 92nd Ave. & Stark St. COMPILED BY Shields
PERIOD COVERED 1-1-66 TO 12-31-66. DATE 3-9-70.

LEGEND

- ● Person Killed
- Pedestrian Killed
- ○ Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision-Rear-end
- Collision-Head-on
- Collision-Sidewipe
- Path of Pedestrian



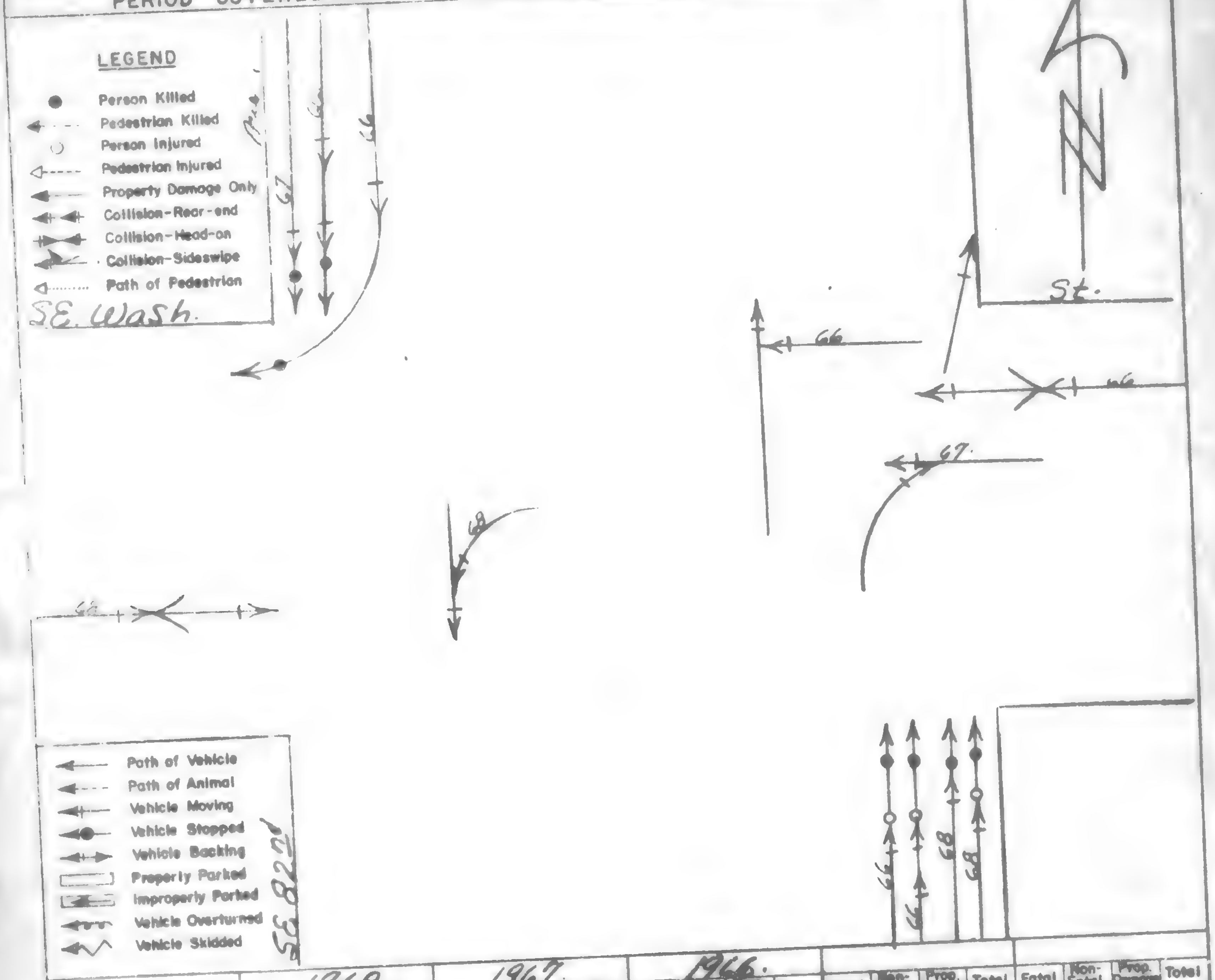
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

COLLISION TYPE	1966																			
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle			1	1																
Head-on																				
Rear-end			3	3.																
Sideswipe																				
Turning Movement		2	4	6																
Parking																				
Non-collision																				
Fixed Object			2	2																
Pedestrian																				
Backing																				
Misc.																				
TOTAL		2	10	12.																

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION SE. 82nd Ave & Washington St. COMPILED BY Shields
PERIOD COVERED 1-1-66 TO 12-31-68 DATE 3-11-70.

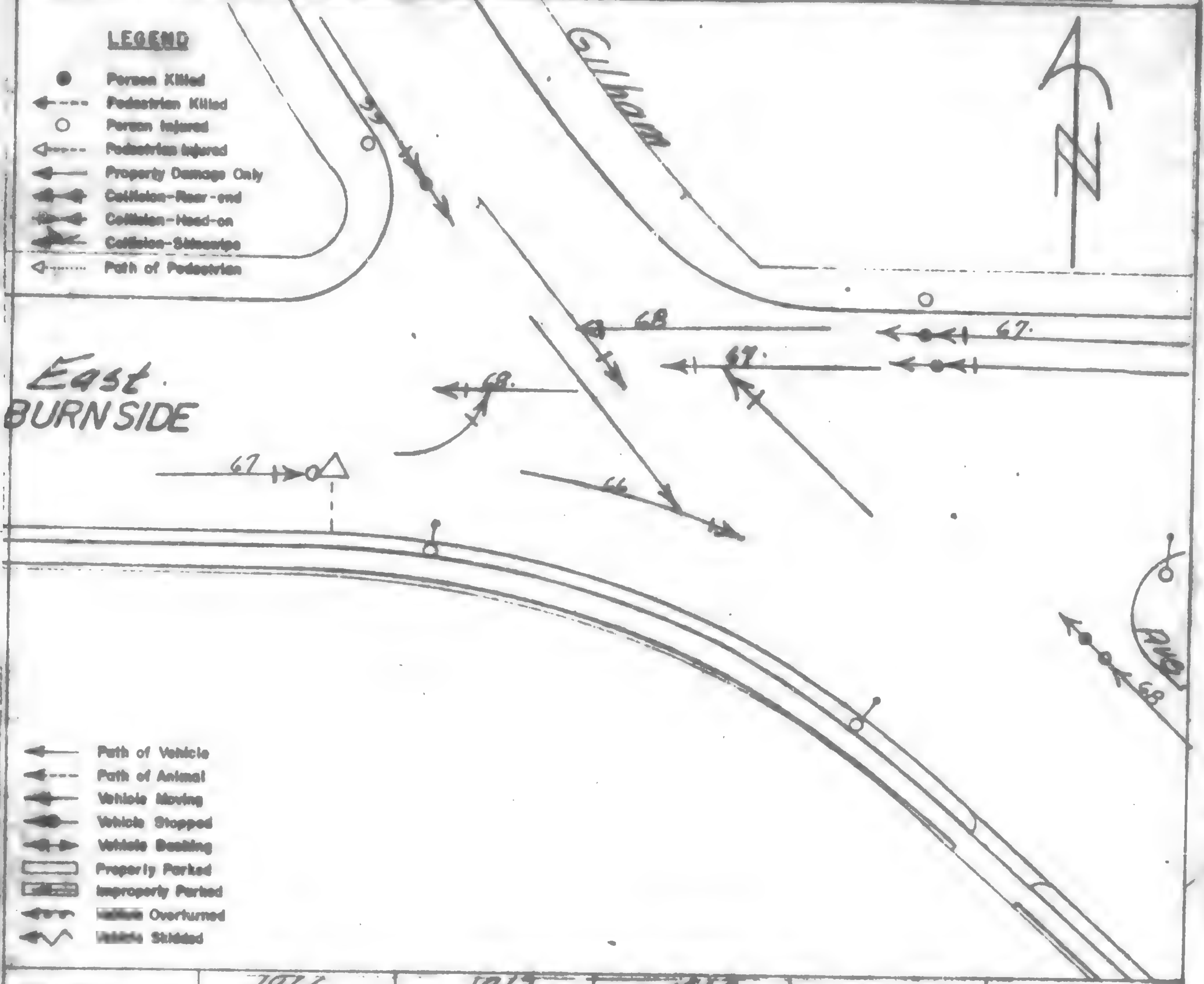


COLLISION TYPE	1968 Fatal	1968 Non-Fatal	1968 Prop. Damage	1968 Total	1967 Fatal	1967 Non-Fatal	1967 Prop. Damage	1967 Total	1966. Fatal	1966. Non-Fatal	1966. Prop. Damage	1966. Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle											1	1								
Head on										2	2	4								
Rear-end			2	2			1	1												
Sideswipe																				
Turning Movement			1	1			1	1												
Parking																				
Non-collision											1	1								
Fixed Object																				
Pedestrian											1	1								
Backing			1	1																
Misc																				
TOTAL			4	4			2	2		2	5	7.								

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION East Burnside & Gilham St. COMPILED BY: Shields
PERIOD COVERED 1-1-66 TO 12-31-68. DATE 3-11-70.

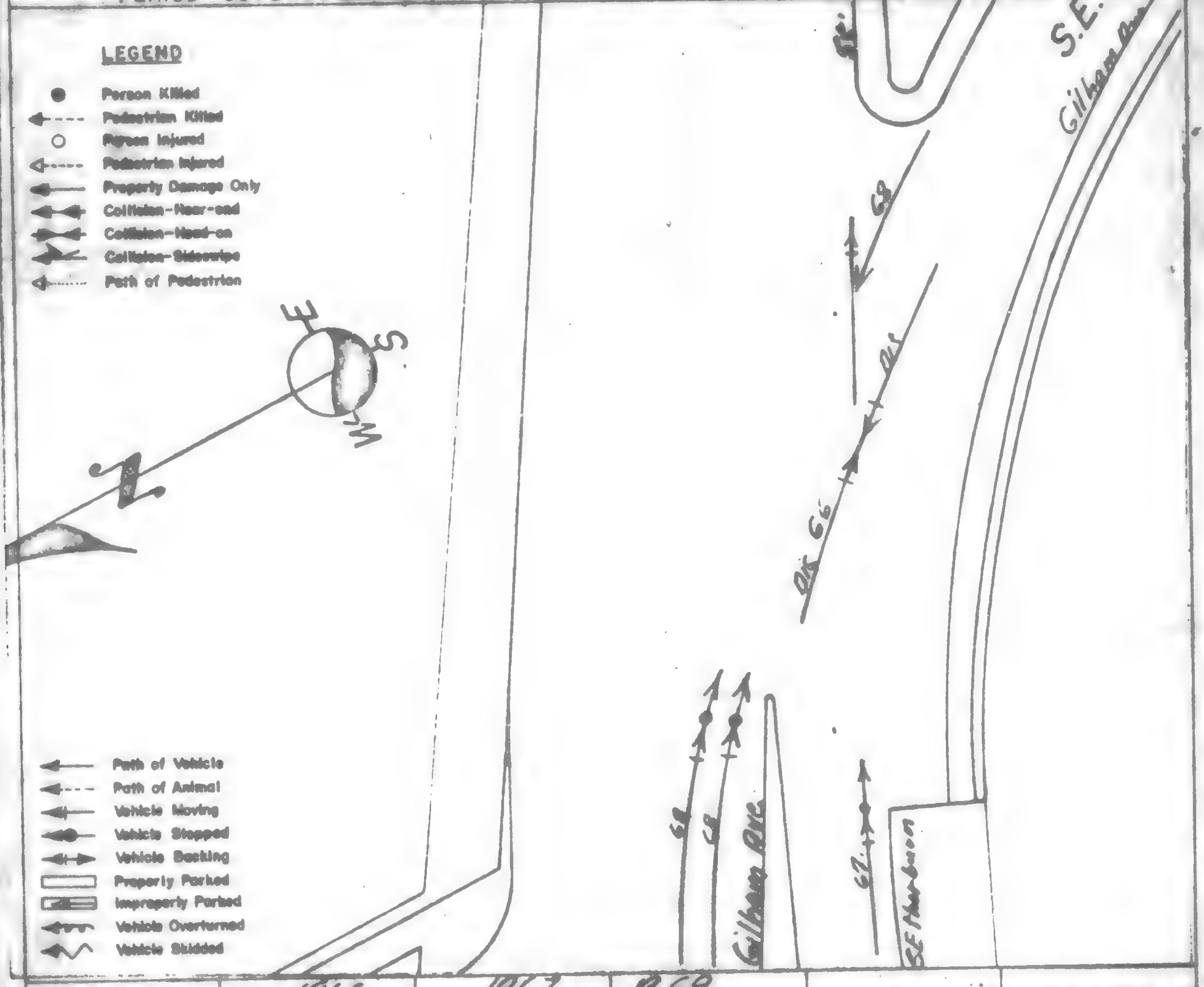


COLLISION TYPE	1966				1967.				1968.											
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle							1	1			1	1								
Head-on																				
Rear-end			1	1			1	1		1	1	2								
Sideswipe																				
Turning Movement			1	1							1	1								
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian							1	1												
Backing																				
Misc.																				
TOTAL			2	2			3	3		1	3	4								

CITY OF PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

COLLISION DIAGRAM

LOCATION S.E. Gilham & Thorburn St. COMPILED BY Shields
PERIOD COVERED 1-1-68 TO 12-31-68 DATE 3-11-70.



COLLISION TYPE	1966				1967				1968.											
	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total	Fatal	Non-Fatal	Prop. Damage	Total
Angle																				
Head-on			1	1																
Rear-end							1	1			2	2								
Sideswipe																				
Turning Movement											1	1								
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL			1	1			1	1			3	3.								

TRAFFIC COUNT TAB

Day TUE Date 3/10/70

Weather FAIR

ON: S.E.WASHINGTON
W. of 92nd

ON: S.E. WASHINGTON
E. of 76th

TIME \ DIR		EB		WB		EB		WB
A.M. 7-8		12		33		60		68
8-9		22		20		59		55
9-10		22		12		51		31
10-11		16		15		38		30
11-12		25		25		86		55
P.M. 12-1		36		23		108		34
1-2		31		25		76		46
2-3		35		20		92		48
3-4		46		39		124		37
4-5		81		37		216		60
5-6		65		27		230		54
6-7		33		21		100		30
7-8		32		21		52		39
8-9		33		8		44		31
9-10		24		17		45		23
10-11		16		7		34		14
11-12		16		15		24		18
A.M. 12-1		7		1		18		7
1-2		2		2		10		7
2-3		1		3		6		1
3-4		2		0		3		1
4-5		0		0		0		3
5-6		3		1		5		12
6-7		7		13		10		25
TOTAL		567		385		1491		729
GRAND								

TRAFFIC COUNT TAB

Day MON Date 3/9/70
Weather CLOUDY

ON: S.E. STARK
W. of 92nd.

ON: S.E. STARK
E. of 76th

TIME \ DIR		EB		WB		EB		WB
A.M. 7 – 8		257		846		190		888
8 – 9		334		542		253		446
9 – 10		347		435		242		297
10 – 11		[illegible]		444		274		274
11 – 12		153		[illegible]		301		298
P.M. 12 – 1		[illegible]		457		300		334
1 – 2		[illegible]		564		307		[illegible]
2 – 3		[illegible]		[illegible]		377		393
3 – 4		[illegible]		543		419		475
4 – 5		759		[illegible]		[illegible]		417
5 – 6		898		436		[illegible]		[illegible]
6 – 7		[illegible]		488		392		362
7 – 8		[illegible]		463		301		373
8 – 9		[illegible]		348		204		252
9 – 10		[illegible]		349		228		230
10 – 11		[illegible]		226		126		175
11 – 12		134		139		102		97
A.M. 12 – 1		[illegible]		71		67		47
1 – 2		[illegible]		51		29		28
2 – 3		[illegible]		26		20		17
3 – 4		[illegible]		24		13		15
4 – 5		[illegible]		20		10		16
5 – 6		[illegible]		62		15		42
6 – 7		72		368		58		302
TOTAL		7928		8475		5514		6502
GRAND TOTAL								

RECEIVED
FEB 9 - 1970

FOR FILING

T-5025( )
7532

February 6, 1970

Columbia Region Association
  of Governments
429 S.W. 4th Avenue, Suite 500
Portland, Oregon   97204

Attention: Mr. Homer Chandler,
           Executive Secretary

Gentlemen:

Re: TOPICS Projects in
City of Portland

Attached for your action are one copy each of the Notices of Intent to file for federal assistance for the following TOPICS projects in the City of Portland.

E. Burnside-S.E. 96th Ave. Sec. of the
S.E. Stark-S.E. Wash. Cplt.

Oswego Highway at S.W. Bancroft Street
FAP 3

Cascade Highway at S.E. Mill Street
FAP 41

As required by Executive Memorandum 01-270-02, the Notices of Intent have been sent to the State Clearinghouse for review and comment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, BPR
    F. B. Klaboe
    H. S. Cox
    R. L. Schroeder
    B. L. Gifford
    R. N. Chase

RWE:ia

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FEB 6 - 1970
FOR FILING

T 5433 (1)
7558

February 5, 1970

State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Gentlemen: Re. Topics Projects in Portland

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are completed Notices of Intent to apply for federal assistance for three Topics (traffic operations projects to increase capacity and safety) Projects in the City of Portland.

It is anticipated that these projects are of local interest only and that few, if any, comments will be received from the area agencies.

Our present plans call for a mid-March application for program approval from the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RWE:bb

Attach.
cc: R. E. Simpson, BPR
F. B. Klaboe
H. S. Cox
R. L. Schroeder
B. L. Gifford
R. N. Chase

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division .... Salem (Address)

Contact Person L. H. Young .... 2761 (Phone)

1. Project Location

Administrative District 2 City Portland

County Multnomah Special District(s) (if applicable) ....

Other affected jurisdictions/agencies City of Portland, CRAG

2. Federal Program

Common Program Name Federal-Aid Topics

Authorizing Legislation Title 23 U.S.C. Highways, Sec. 135 (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant $61,200

Local Applicant Share 20,400

*State Agency Share 20,400

Other (specify) - -

TOTAL $102,000

Source of State Agency Share (if any)

(City of Portland)

General Fund - -

Other Funds (specify) ....

*Total State Agency Share $20,400

*Indicates totals should be equal.

4. Estimated Application Filing Date March 9, 1970

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

E. BURNSIDE-S.E. 96TH AVE. SEC. OF THE S.E. STARK-S.E. WASH. CPLT.
FAP, Type II Routes and FAS 641
Project to consist of preliminary engineering, traffic control signals, signing and incidental work to increase capacity and safety of the existing facility. -OVER-

Project requires installation of seven traffic control signals and revise one existing traffic control signal to facilitate converting S.E. Stark Street from a two-way street into a one-way couplet utilizing S.E. Washington Street for the eastbound movement. S.E. Washington Street has recently been improved to provide for this conversion. The signals at E. Burnside and S.E. 69th Avenue will provide for an orderly progression of traffic through this corridor.

Traffic control signals will be installed at the following locations:

S.E. Washington Street at S.E. 76th Avenue, S.E. 82nd Avenue and S.E. 92nd Avenue

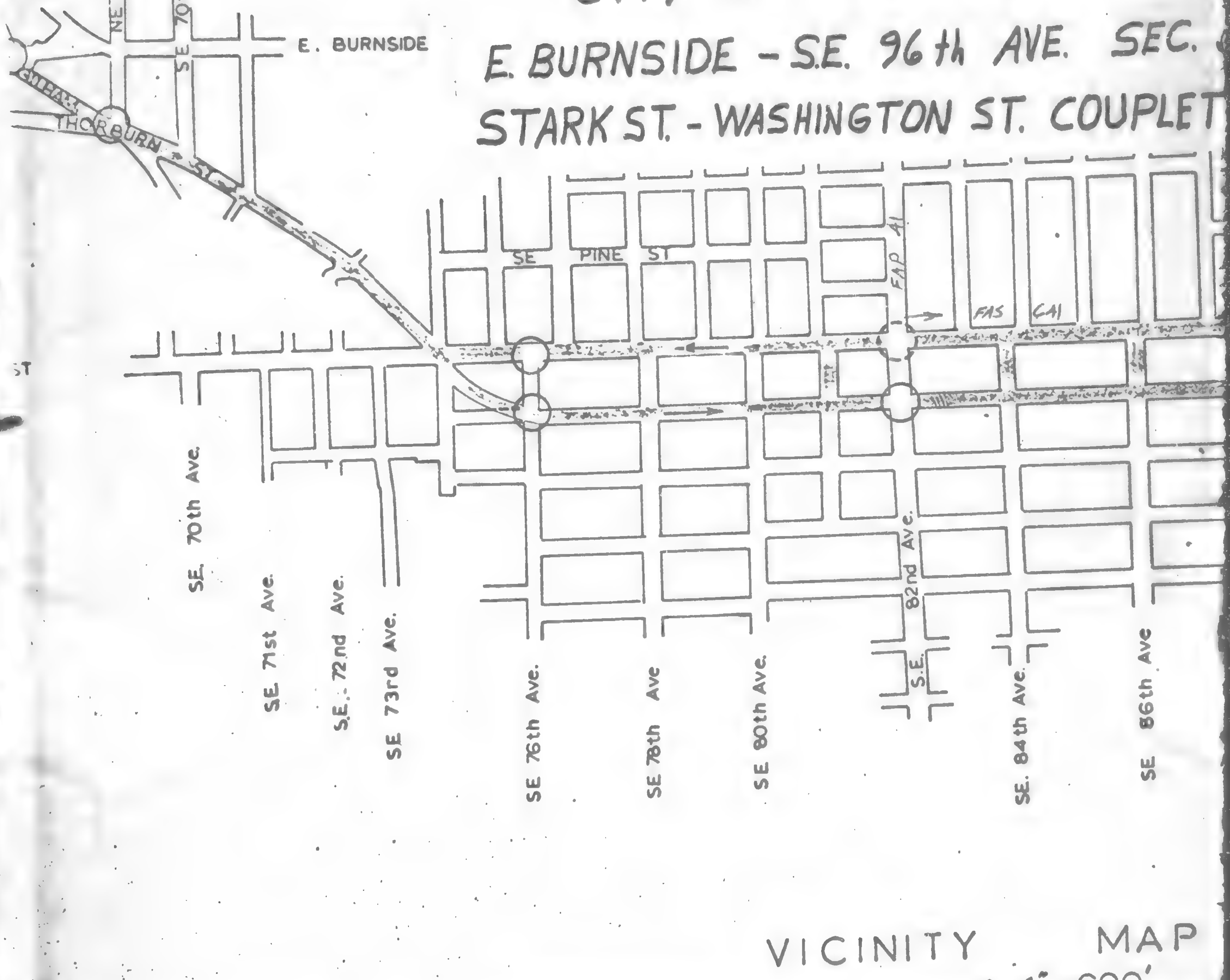
S.E. Stark Street at S.E. 76th Avenue, S.E. 82nd Avenue (Revise) and S.E. 92nd Avenue

S.E. Gilham Street at E. Burnside and S.E. 69th Avenue

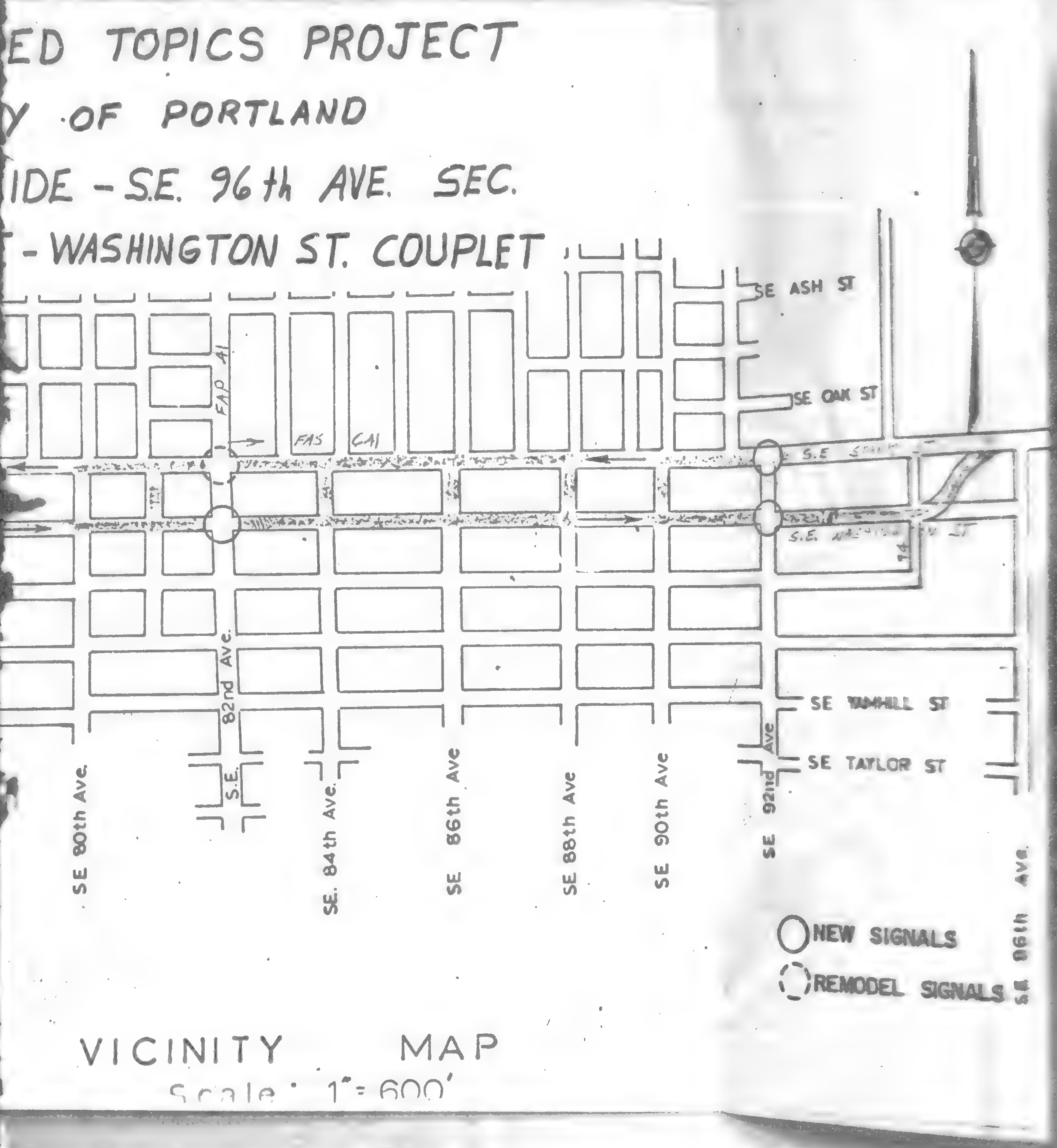
Install traffic control signing.

See attached map for geographic location.

PROPOSED TOPICS PROJECT
CITY OF PORTLAND
E. BURNSIDE - S.E. 96th AVE. SEC.
STARK ST. - WASHINGTON ST. COUPLET



VICINITY MAP
Scale: 1" = 600'



ED TOPICS PROJECT

Y OF PORTLAND

IDE - S.E. 96th AVE. SEC.

- WASHINGTON ST. COUPLET

VICINITY MAP

Scale: 1" = 600'

FORM E-30X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

February 3, 1970

SUBJECT: TOPICS Projects (3)
City of Portland
Programming

To: Mr. L. H. Young
Program & Planning Engineer
BUILDING

At the February 3 meeting, the Highway Commission approved three Federal Aid TOPICS project requests from the City of Portland.

One project is a signalization and signing project which involves installing seven new pretimed traffic control signals and revising one existing traffic control signal required to initiate the Stark Street-Washington Street Couplet in East Portland. The City of Portland and Multnomah County have recently cooperatively improved S.E. Washington Street and its connections to S. E. Stark Street between S. E. 74th Avenue and S. E. 96th Avenue to facilitate this couplet. Six signals will be required for the couplet in addition to signals on S.E. Gilham Street at S. E. 69th Avenue and East Burnside Street. Traffic control signing and striping will be included in the project. A public hearing will be required. Total cost of the project is estimated at $102,000 of which $3,500 is the estimated cost for preliminary engineering.

Another Portland project is at the intersection of S. E. 82nd Avenue (FAP 41, Type I) and S. E. Mill Street in East Portland involving the installation of a semi-actuated three-phase traffic control signal. Total cost of this project is estimated at $20,500 of which $500 would represent the preliminary engineering costs.

The third Portland project is a signalization and channelization project at the intersection of S. W. Macadam Avenue (FAP 3, Type I) and S. W. Bancroft Street. A fully actuated traffic control signal installation along with channelization will be required at this southwest Portland industrial area intersection. Traffic control signing and striping will be included in the project. Right-of-way and a public hearing will be required. Total cost of the project is estimated at $60,000 which includes: Right-of-way ($6,000 by State), and preliminary engineering ($2,500).

Would you please file the required Notices of Intent with the appropriate clearing houses and program the preliminary engineering for these projects with the Bureau of Public Roads as Federal Aid TOPICS projects.

Attached for your information and use are the following:

1. Copies of project tabulations submitted to Highway Commission.

RECEIVED
[illegible]
OFFICE OF
HIGHWAY ENGINEER

cc: F.B. Klaboe

2. Maps showing Federal Aid System in the vicinity of each project.
3. Twelve copies of the Portland Urban Area Map.
4. Twelve copies of each project location.

Richard Unrein
Richard Unrein
Urban Aid Engineer
County and City Department

RU:ljt
8/3/70
Attachments
cc: F. B. Klaboe

FEB 3 - 1970

TRAFFIC ENGINEERING

1859

OREGON STATE
HIGHWAY DEPARTMENT

T-5025(1)
7532

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 3, 1970

Hon. Lloyd E. Anderson
Commissioner of Public Works
City of Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Dear Mr. Anderson:

On February 3, 1970, the Oregon State Highway Commission approved the City of Portland's request for three Federal Aid TOPICS projects. Attached for your information are summaries of the projects.

We will now proceed to program the preliminary engineering for these projects with the Bureau of Public Roads. Upon receiving their approval, we will initiate the design of these projects. In the near future, we will prepare and forward to you agreements to cover the particulars for these projects.

Very truly yours,

H. S. Cox
County and City Engineer

By: Richard Unrein
Richard Unrein
Urban Aid Engineer
County and City Department

RU:ljt
Attachments

bc: F. B. Klaboe
F. B. Crandall
L. H. Young
A. E. Johnson

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L.E. GEORGE

RECEIVED
JAN 29 1970
FOR FILING

T-4425(1)
7-32

January 28, 1970

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the February 3 Commission meeting will be four requests for Federal-Aid TOPICS projects. Three requests are from the City of Portland and one request is from the City of Pendleton.

The first project requested by the City of Portland is a signalization and signing project to initiate the Stark Street-Washington Street Couplet in East Portland. This project involves installing traffic control signing, installing seven new traffic control signals, and modifying one existing traffic control signal on the East Burnside-S. E. 96th Avenue Section. The TOPICS funds for this project are estimated at $102,000, of which $20,400 will be the cost to the State.

The second project is a signalization project at the intersection of the Cascade Highway (S. E. 82nd Avenue) and S. E. Mill Street in East Portland. TOPICS funds for this project are estimated at $20,500, of which $4,100 is the estimated State cost.

The other project is a signalization, signing, and channelization project at the intersection of the Oswego Highway (S. W. Macadam Avenue) and S. W. Bancroft Street in the southwest industrial area of Portland. TOPICS funds required for this project are estimated to be $80,000, of which $16,000 will be the cost to State.

The City of Pendleton is requesting that the State develop an Areawide TOPICS Plan for the Pendleton urban area which will determine TOPICS projects and their priorities. This study is estimated to cost approximately $4,000, of which $800 is the estimated cost to the State.

These four project requests have been investigated and reviewed by the Bureau of Public Roads. They are eligible for funding under the Federal-Aid TOPICS program. I recommend your approval and request authority for the Secretary to sign the agreements for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
A. E. Johnson
L. W. Rulien
H. S. Coulter

RU:ljt sr

Mr. Don E. Bergstrom
Traffic Engineer
414 City Hall
Portland, Oregon 97204

January 28, 1970

[illegible] 6/41

Dear Don,

We will, in the near future, be programming the City of Portland's initial three TOPICS projects with the Bureau of Public Roads for approval of preliminary engineering funds. To support our submission, we will need the following information from your office:

1. A.D.T. for the proposed projects.
2. Width of the existing facilities and proposed width of facilities.
3. Information to support the projects as TOPICS Projects, such as: present problems, congestion, peak hour factors, travel speeds, delays, turning problems, etc.; and how the proposed project would alleviate these conditions and improve traffic operations.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
RICHARD UNREIN

By: Richard Unrein
Urban-Aid Engineer

RU:ljt

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Noted
Oscar H. Norberg

NOTED
[illegible] C. HOLMES

NOTED
DON HARWELL

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JAN 27 1970
FOR FILE

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 26, 1970

Mr. Don E. Bergstrom
Traffic Engineer
414 City Hall
Portland, Oregon 97204

Dear Don;

The three TOPICS project requests submitted by the City of Portland on December 30, 1969, will be presented to the Highway Commission at the February 3, 1970 Commission meeting for approval. The following is our total estimated cost of these three projects:

1.	Stark-Washington Couplet	$102,000
2.	82nd Avenue at Mill Street	20,500
3.	Macadam Avenue at Bancroft Street	60,000
	TOTAL	$182,500

Very truly yours,

H. S. Cox
County and City Engineer

By: Richard Unrein
Richard Unrein
Urban-Aid Engineer

RU:ljt
bc: F. B. Klaboe

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OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
January 26, 1970

SUBJECT: Proposed TOPICS Projects

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached are twelve copies of tabulations describing proposed TOPICS projects in Portland and Pendleton.

There are three proposed projects in Portland. One project is a signalization and signing project which involves eight traffic control signals required to initiate the Stark Street-Washington Street Couplet in East Portland. Total cost of this project is estimated at $102,000, of which approximately $20,400 would be the cost to the State. Of the total cost, $3,500 is the estimated cost for preliminary engineering which will be performed by the State with Federal-Aid participation.

Another Portland project is a signalization project at the intersection of S. E. 82nd Avenue (FAP 41) and S. E. Mill Street in East Portland. This project is estimated to cost $20,500 of which approximately $4,100 would be the State's share. Preliminary engineering costs for this project represent $500 of the total estimated cost.

The third Portland project is a signalization, signing, and channelization project at the intersection of S. W. Macadam Avenue (FAP 3) and S. W. Bancroft Street. This project will require additional right-of-way (estimated $6,000) and according to our Policy and Procedure would be provided by the State. Total cost of this project is estimated at $60,000, of which approximately $16,800 will be the cost to the State. Preliminary engineering accounts for $2,500 of the total estimated cost.

The City of Pendleton is requesting that State forces develop an Areawide TOPICS Plan for the Pendleton Urban Area. This is similar to the Ontario and Medford Plans and is estimated to cost $4,000, of which approximately $800 would be the cost to the State. The City has signed a letter-form agreement for this study and we have received their advance deposit of $800.

These projects have been reviewed with the BPR and are eligible for the use of TOPICS funds. The total TOPICS funds required is estimated at $186,500; of this amount, $42,100 will be the cost to the State.

If satisfactory, these projects should be presented to the Highway Commission for approval at the February 3 meeting. A draft of a suggested letter to the Commission is attached.

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OFFICE OF
STATE HIGHWAY ENGINEER

Richard Unrein
Richard Unrein
Urban-Aid Engineer
County and City Department

RU:ljt
Attachments

SUMMARY, TOPICS FUNDS
FISCAL YEAR 1970 PROJECTS

City	Section	Programmed Amount	State Cost
Portland	E. Burnside-S.E. 96th Avenue Section S.E. Stark-S.E. Washington St. Couplet Signals and signing	$ 102,000	$20,400
Portland	Cascade Highway @ S.E. Mill Street Signal	20,500	4,100
Portland	Oswego Highway @ S.W. Bancroft Street Signal, signing, and channelization	60,000	16,800
Pendleton	Pendleton Urban Area Areawide TOPICS Plan	4,000	800
	Total New Projects	$ 186,500	$42,100

SUMMARY BY FISCAL YEARS	1970	Total
Allocated Funds	$2,743,000	$2,743,000
Approved Projects (corrected to date)	177,000	177,000
Unprogrammed Balance	$2,566,000	$2,566,000
Projects Proposed 2/3/70	186,500	186,500
Unprogrammed Balance	$2,379,500	$2,379,500

70-a
1/23/70

CITY OF PORTLAND
PROPOSED TOPICS PROJECT (1970 Funds)

E. Burnside-S. E. 96th Avenue Section of the S. E. Stark-S. E. Washington Couplet. (FAP, Type II Routes and FAS 641) Traffic control signals and signing, $102,000.

Install seven traffic control signals and revise one existing traffic control signal to facilitate converting S. E. Stark Street from a two-way street into a one-way couplet utilizing S. E. Washington Street for the east-bound movement. S. E. Washington Street has recently been improved to provide for this conversion. The signals at E. Burnside and S. E. 69th Avenue will provide for an orderly progression of traffic through this corridor.

Traffic control signals will be installed at the following locations:

S. E. Washington Street at S.E. 76th Avenue, S.E. 82nd Avenue and S. E. 92nd Avenue
S. E. Stark Street at S. E. 76th Avenue, S. E. 82nd Avenue (Revise) and S. E. 92nd Avenue
S. E. Gilham Street at E. Burnside and S. E. 69th Avenue

Install traffic control signing.

Public hearing required.

Federal-Aid participation for this project will involve both preliminary engineering and construction costs.

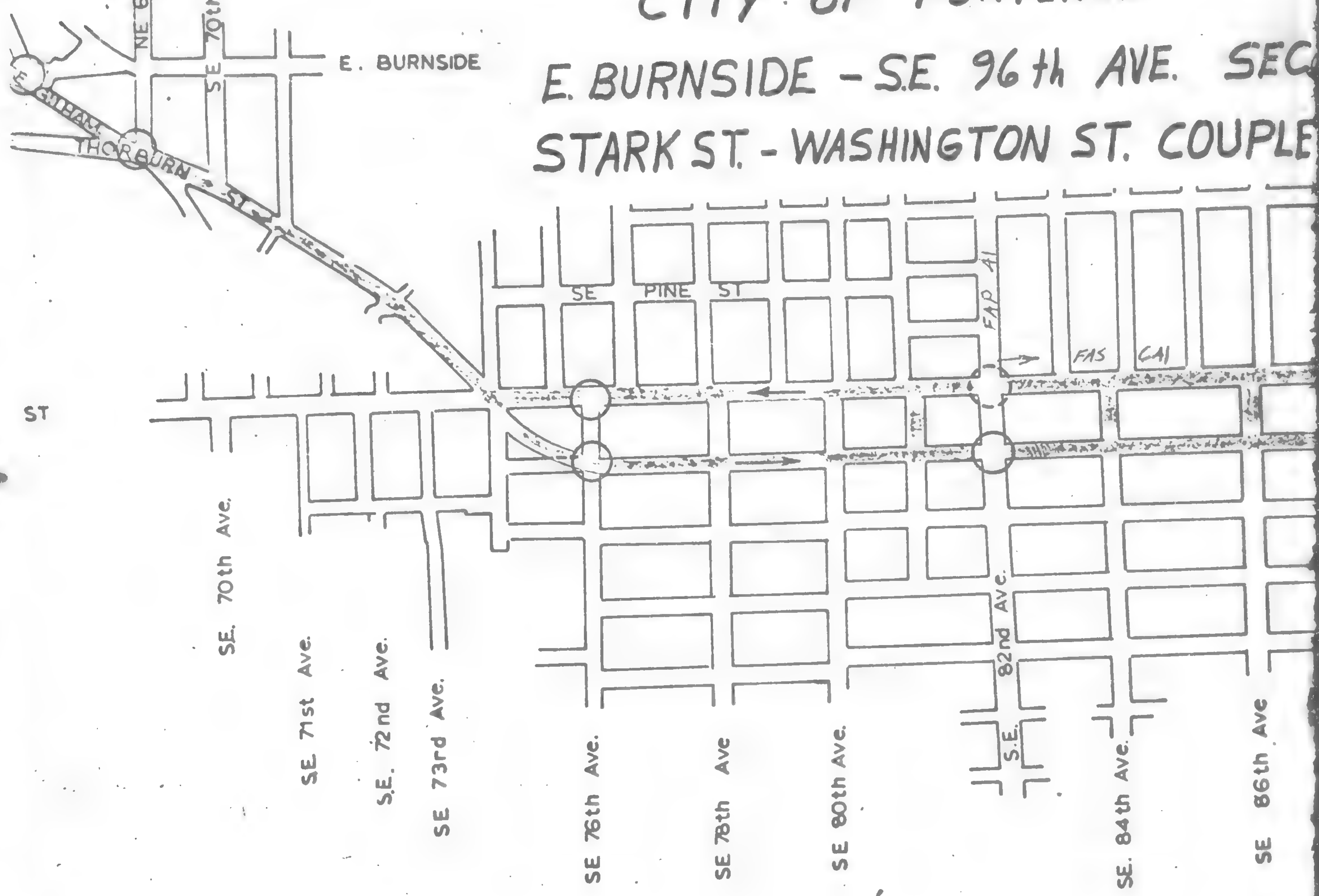
70-a
1/23/70

PROPOSED TOPICS PROJECT

CITY OF PORTLAND

E. BURNSIDE - S.E. 96th AVE. SEC

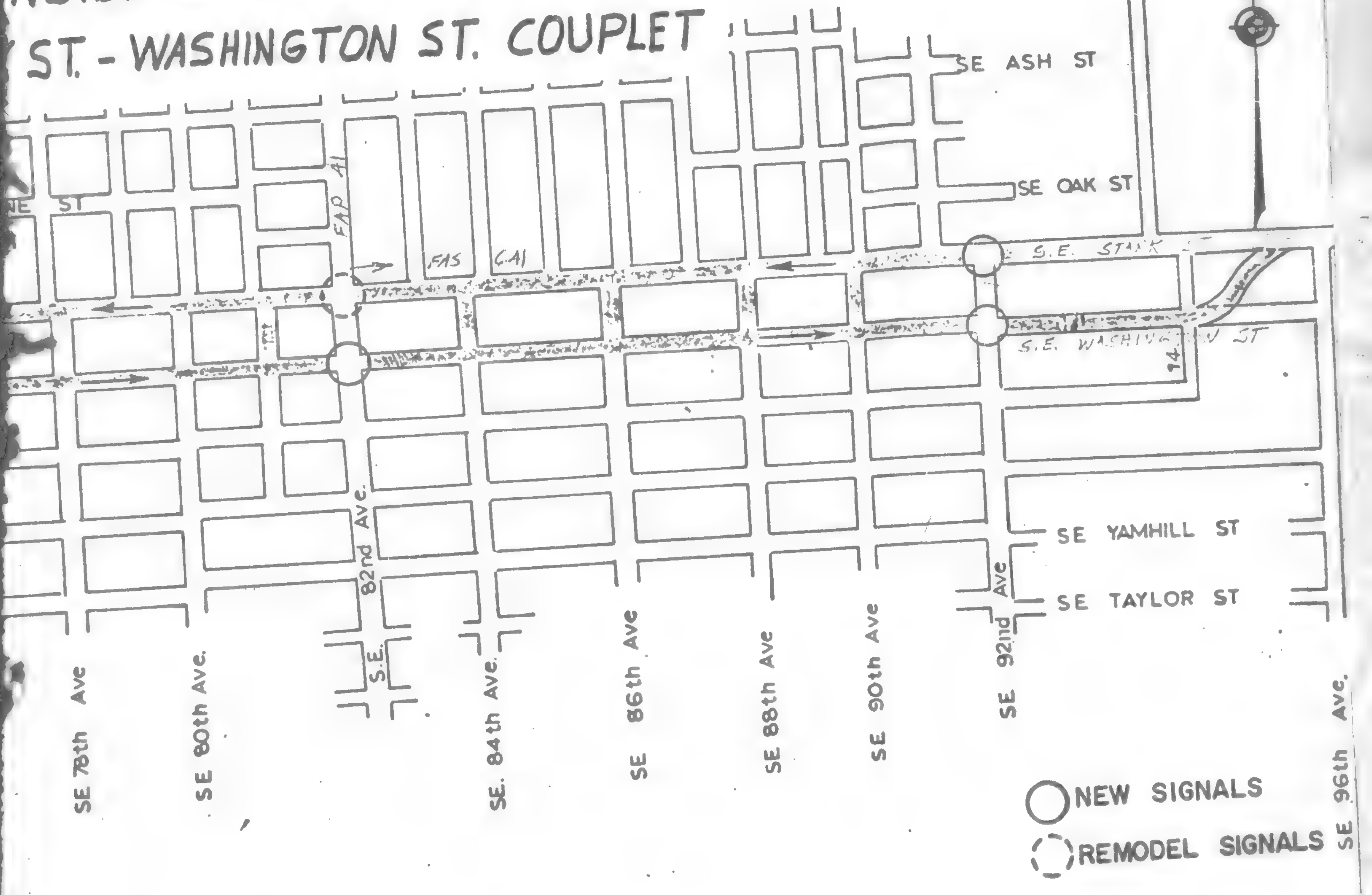
STARK ST. - WASHINGTON ST. COUPLE



VICINITY MAP

Scale: 1" = 600'

OSED TOPICS PROJECT
ITY OF PORTLAND
NSIDE - S.E. 96th AVE. SEC.
ST. - WASHINGTON ST. COUPLET



VICINITY MAP
Scale: 1" = 600'

3

SUMMARY, TOPICS FUNDS → Centre
FISCAL YEAR 1970 PROJECTS

City	Section	Programmed Amount	State Cost
Portland	E. Burnside-S.E. 96th Avenue Section S.E. Stark-S.E. Washington St. Couplet Signals and signing	$ 102,000	$20,400
Portland	Cascade Highway @ S.E. Mill Street Signal	20,500	4,100
Portland	Oswego Highway @ S.W. Bancroft Street Signal, signing, and channelization	60,000	16,800
Pendleton	Pendleton Urban Area Areawide TOPICS Plan	4,000	800
	Total New Projects	$ 186,500	$42,100

SUMMARY BY FISCAL YEARS	1970	Total
Allocated Funds	$2,743,000	$2,743,000
Approved Projects (corrected to date)	177,000	177,000
Unprogrammed Balance	$2,566,000	$2,566,000
Projects Proposed 2/3/70	186,500	186,500
Unprogrammed Balance	$2,379,500	$2,379,500

~~70-A
1/23/70~~

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1970

SUBJECT: TOPICS Project Requests
City of Portland
Cost Estimates

To: Mr. Richard Unrein
Urban Aid Engineer
County-City Division

Reference is made to your January 13 letter requesting review and cost estimates for three TOPICS project requests from the City of Portland. Cost estimates are outlined below:

STARK-WASHINGTON COUPLET

It is understood that the signing will be done by the City. We have not provided any engineering money for this item. Our cost estimate is as follows:

Item	Estimated Cost	
Signals		
Prelim. Engineering	$ 3,500	
Installation	81,000	
Engr. & Contingencies	11,500	
Total		$ 96,000
Signing		6,000
Grand Total		$102,000

82nd AVENUE at MILL STREET

It is doubted that this is eligible as a TOPICS project, but this is a matter for BPR decision. The estimated cost for the

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ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

three-phase, semi-actuated traffic signal is:

Item	Estimated Cost
Preliminary Engineering	$ 500
Installation	17,500
Engr. & Contingencies	2,500
Total	$20,500

MACADAM AVENUE at BANCROFT STREET

The estimated cost of this channelization and signalization project is:

Item	Estimated Cost
Prelim. Engineering	$ 2,500
Channelization	17,500
Signal Installation	27,000
Engr. & Contingencies	7,000
Total	$54,000

If you need any further information, please advise.

Tom Edwards jo

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall

TE

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JAN 23 1970
ENGINEER
COUNTY & CITY DIVISION

SUGGESTED DRAFT

NOTED
H. S. COX

January 22, 1970

Richard Unrein
Urban Aid Engineer
County-City Division
BUILDING

TOPICS Project Requests
City of Portland
Cost Estimates

Reference is made to your January 13 letter requesting review and cost estimates for three TOPICS project requests from the City of Portland. Cost estimates are outlined below:

Stark-Washington Couplet:

It is understood that the signing will be done by the City. We have not provided any (constr.) engineering money for this item. Our cost estimate is as follows:

With Fed. Funds but installed by State or City on Force Account.

Item	Estimated Cost		
Signals	P.F.		
Prelim. Engineering	$ 3,500		
Installation	81,000		81,000
Engr. & Contingencies	11,500		11,500
Total	,500	$96,000	6,000
Signing		6,000	$98,500 Constr.
Grand Total		$102,000 Total	

82nd Avenue @ Mill Street:

It is doubted that this is eligible as a TOPICS project, but this is a matter for BPR decision. The estimated cost for the three-phase, semi-actuated traffic signal is:

NOTED
MARION C. HOLMES

NOTED
TRAFFIC CONTROL
ENGINEER

Noted
Oscar H. Norberg

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

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ENGINEER
COUNTY & CITY DIVISION

Item	Estimated Cost	
Prelim. Engineering	$ 500	PE
Installation	17,500	20000 Constr
Engr. & Contingencies	2,500	
Total	$20,500	TOTAL

Macadam Avenue @ Bancroft Street:

The estimated cost of this channelization and signalization project is:

Item	Estimated Cost	
Prelim. Engineering	$ 2,500	P.E.
Channelization	17,500	57,500 constr.
Signal Installation	27,000	
Engr. & Contingencies	7,000	
R/W	6,000	
Total	$54,000	
	$60,000	TOTAL

If you need any further information, please advise.

Very truly yours,

VPJ:jl

bc: Forrest Cooper
R. L. Porter
V. D. Wolfe
F. B. Crandall

[illegible] -6(A)

Section	P.E.	R/W	Constr.	Total	State
Stark – Wal Complex	$3,500	—	$98,500	$102,000	$20,400
82nd & Mill	500	—	20,000	$20,500	4,100
Macadam & Bancroft	2,500	6,000	51,500	$60,000	$16,800
Pendleton	$4,000	—	—	$4,000	$800
	$10,500	$6,000	$170,000	$186,500	$42,100

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7532

FORM 2-30X—50M—1-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1970

To: Mr. F. B. Crandall
Traffic Engineer
BUILDING

SUBJECT: TOPICS Project Requests
City of Portland
Cost Estimates

Attention Mr. Val P. Johnson

Attached are three sets of completed project request forms from the City of Portland requesting TOPICS projects for the following projects:

1. East Burnside-SE 92nd Avenue Section
   Stark-Washington Couplet (signalization)
2. Cascade Highway (82nd Avenue) @ SE Mill Section (signalization)
3. Oswego Highway (Macadam Avenue) @ SW Bancroft Street Section (signalization and channelization)

Would you please review these proposed projects and furnish this office with an estimate of cost for preliminary engineering and an estimate of construction costs for each project. Preliminary engineering will be with federal-aid participation performed by State personnel. Construction will also be federal-aid participation contracted and conducted by State personnel.

These projects will be presented to the Highway Commission for approval at the February 3 meeting.

Richard Unrein
Richard Unrein
Urban Aid Engineer
County & City Division

RU:mm
Att.

cc: F. B. Klaboe
Tom Edwards

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JAN 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

CITY OF PORTLAND
OREGON
97204
420 S.W. MAIN ST.—PHONE 228-6141, EXT. 356

NOTED
H. S. COX

January 12, 1970

RECEIVED
JAN 21 1970
ENGINEER
COUNTY & CITY DIVISION

Mr. Richard Unrein, Urban-Aid Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Unrein:

For your information and as a supplement to the three TOPICS projects which we have submitted, we are in the process of developing a priority rating for our Type II System. The rating system is based on accident costs and delay costs and is broken into sections corresponding to the sections in the Metropolitan Transportation Study. This data is presently on punch cards and after some minor adjustments will be ready for use.

It is anticipated that our Type II System will be in priority order, completely studied, and ready to go within 18 months.

We have considered the possibility of handling the engineering, inspecting, and contracting of the first three projects and feel it best if the State would handle this phase of the work.

Sincerely,

D. E. Bergstrom

D. E. BERGSTROM
Traffic Engineer

T-5075(1)

RCS:ba

cc: F.B Klaboe
L.H. Young
F.B. Crandall
D.E Johnson

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

JAMES

NOTED
DON HARWELL

Porter

LLOYD E. ANDERSON
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

WM. S. LIND
CHIEF OF OPERATIONS
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON
97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

9727

December 30, 1969

REFERRED TO
Klosse
BY DEPUTY STATE HIGH

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Enclosed are the first three projects to be submitted for the TOPICS Program. They are:

1. S.E. Stark and Washington Streets, East Burnside to S.E. 96th Avenue,
2. S.W. Macadam Avenue, Ross Island Bridge to S.W. Mitchell Street,
3. S.E. 82nd Avenue, S.E. Yamhill to S.E. Division Street.

An early reply on these will be appreciated.

Reviewed projects with BPR 1-20-70 (Glen Green Ernest Valach Wally Bryant)

Yours very truly,

Lloyd E. Anderson

Lloyd E. Anderson
Commissioner of Public Works

LEA/ps
Enc.

NOTED

orig w/encs to Cox for handling 1-6-70

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COUNTY & CITY DIVISION

TOPICS PROJECT REQUEST

Date 12/10/69

Name of City Portland, Oregon
Major Street Name S.E. Stark and Washington Streets
Section Name E. Burnside to S.E. 96th Ave.

Location of Project (Attach sketch map) Length 1.5 miles
On Which System? Primary I X Primary II X or Secondary X

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? NO Date PLAN approved: ______; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? YES (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? ______
Explain S.E. 82nd Ave. is a Federal Aid Primary
S.E. Stark St. East of 82nd is Federal Aid Secondary

Describe Project S.E. Washington St. has been improved from 74th to 96th by Multnomah County. This project is to provide the necessary traffic control to convert S.E. Stark and S.E. Washington Streets to a one-way couplet between 74th and 96th Ave.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: S.E. Washington St. @: 76th, 82nd, & 92nd Avenues
S.E. Stark St. @: 76th, 82nd (Revise Existing), & 92nd Avenues
S.E. Thorburn & Gilham, S.E. Gilham & E. Burnside

2. Type: a. Traffic Control ______
1. Pretimed X
2. Traffic-actuated ______
(a.) Full traffic-actuated ______
(b.) Semi-traffic-actuated ______
(c.) Volume density-actuated ______
(d.) Pedestrian actuated ______

Footnotes:

T-1-69

b. Flashing Beacon ______
c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______

3. Number of Phases:
a. Two X
b. Three X
c. Multiple ______

4. Is interconnection for coordination necessary? YES Remarks: ______

If so, by cable or leased telephone line? Cable

5. Type of Suspension:
a. Mast Arm ______
b. Span Wire X
c. Signal Bridge ______

6. Paint Color Desired: Traffic signal green

7. Present Signalization: S.E. 82nd & Stark

8. Other Remarks: S.E. Thorburn & Gilham and S.E. Gilham & E. Burnside presently have flashing beacon installations.

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: S.E. Stark St. has I.E.S. lighting which has been installed by the City. This same standard of lighting will be installed by the City along S.E. Washington Street but is not part of this project.

2. Type: a. Mercury Vapor ______
b. Fluorescent ______
c. High-pressure Sodium ______
d. Incandescent ______

3. Luminaire Distribution Type and Classification:
a. I ______
b. II ______
c. III ______
d. IV ______
e. V ______

Footnotes:

4. Luminaire Wattage:
   a. 175 ______
   b. 250 ______
   c. 400 ______
   d. 700 ______
   e. 1000 ______

5. Luminaire Spacing: ____________________

6. Maintained Intensity: ____________________

7. Uniformity Ratio: ____________________

8. Proposed Mounting Height:
   a. 30 ft. ______
   b. 40 ft. ______
   c. 45 ft. ______
   d. 50 ft. ______

9. Pole Type: a. Wood ______
   b. Steel ______
   c. Aluminum ______

10. Operating Voltage: a. 120 ______
   b. 240 ______
   c. 480 ______
   d. Series ______

11. Type of Wiring: a. Overhead ______
   b. Underground ______

12. Present Illumination: ____
____
____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: ______

2. Desired Work: ______

3. Typical Section: ______

4. Curbs? ______ If so, a. Type Desired: (Standard, monolithic, rolled, or special) ______
   - b. Exposure ______ inches
   - c. Width between curbs ______ ft.
   - d. Desired curb radius ______ ft.

5. Surfacing: A.C.______ P.C.C. ______ Oil ______ Other ______

6. Present Typical Section and Surfacing: ______

7. Traffic Control Signing:
   - a. To be part of project? YES
   - b. By City? YES c. By State at City Expense? ______
   - (NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
   - a. To be part of project? YES
   - b. By City? YES
   - c. By State at City Expense? ______
   - (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
   - a. Length ______ft.
   - b. Width ______ft.
   - c. Type ______
   - d. Location: ______

Footnotes:

IV. STRUCTURE DATA:

1. Location:

2. Desired Work:

3. Name of Structure:

4. Name of Stream, Street or Facility being Spanned:

5. Desired Roadway Width of Structure: ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? Width? ft. Location

7. Is a particular type of structure and design desired?
Explain:

8. Can street be closed during construction?

9. **Detour:**
   a. Required?
   b. By City?
   c. **By Contractor?**

10. **Approaches or Connections:**
    a. By City?
    b. By Contractor?
    c. Traveled surface: Type
       Width ft.
    d. Shoulders: Type
       Width ft.

11. **Existing Structure:**
    a. Remain in Place?
    b. Use for Detour?
    c. Removed by City?
    d. Removed by Contractor?
    e. Salvaged by Contractor for City?

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ____
  a. By City? ____
  b. By Contractor? ____

13. Will any of the following utilities be attached to the structure?
  a. Water Mains: ____ Size: ____
     Owner: ____
  b. Sanitary Sewer Mains: ____ Size: ____
     Owner: ____
  c. Storm Sewer: ____ Size: ____
     Owner: ____
  d. Gas Mains: ____ Size: ____
     Owner: ____
  e. Power Lines: ____
     Owner: ____
  f. Telephone Lines: ____
     Owner: ____
  g. Other Utilities: ____

14. Does City wish provisions made for future utility attachment to structure? ____ Explain: ____

15. Does City wish lightpost bases and conduit installed? ____

16. Are there any unusual or complicating conditions? ____
  Explain: ____

17. Describe Existing Structure: ____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? 60 ft.
   - a. Maximum: 60 ft.
   - b. Minimum: 50 ft.

2. Will additional right-of-way be needed? No Explain: S.E. Washington has been improved from 74th to 96th by Multnomah County

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain:

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location:

* 8. Are utilities on existing right-of-way by? Permit X or Franchise (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner , and dates between which water can be turned off:
   From To Location:

10. Are there any railroad crossings? No Location:

Footnotes: *8 - Pacific Power & Light
Portland General Electric
Northwest Natural Gas
Pacific Northwest Bell

a. Name of Railroad ____________________

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _______ Distance _____ft.
(2.) (Direction) _______ Distance _____ft.

d. Number of Trains: (1) Passenger _______ Speed _______mph
(2) Freight _______ Speed _______mph

e. Angle of Intersection: ____________________

f. Type of Existing Crossing: (1.) Grade __________
(2.) Overcrossing __________
(3.) Undercrossing __________

g. Existing Protection: (1.) Advance warning signs __________
(2.) Automatic flasher __________
(3.) Automatic bell __________
(4.) Gates __________
(5.) Stop signs __________
(6.) Crossbucks __________
(7.) Other __________

h. Proposed Type Crossing and Protection: __________
____
____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _______
(1.) Does City wish State to prepare P.U.C. hearing data? _______
(2.) Will P.U.C. application be made by? State _______
City _______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ____________________
____
____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 1,000,000

2. Estimated Cost of Requested Project $98,000

3. Date Match Money is Available: 7-1-69

4. Will there be any 100% City money? No

5. Maximum Amount of 100% City Money: $ None

Footnotes:

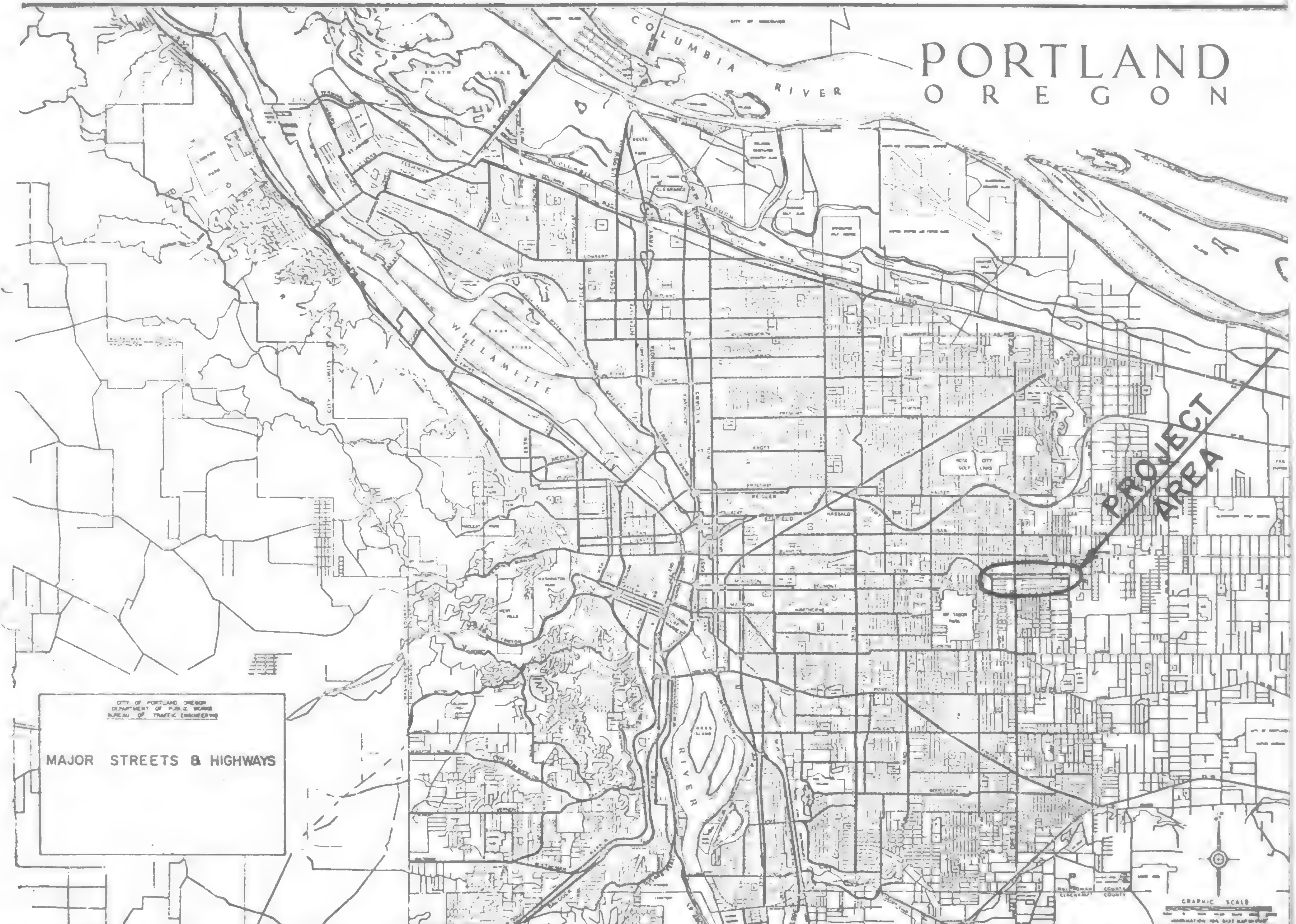
6. Other Remarks: ______________________________

This application is not complete unless a sketch map showing the location of the project is attached.

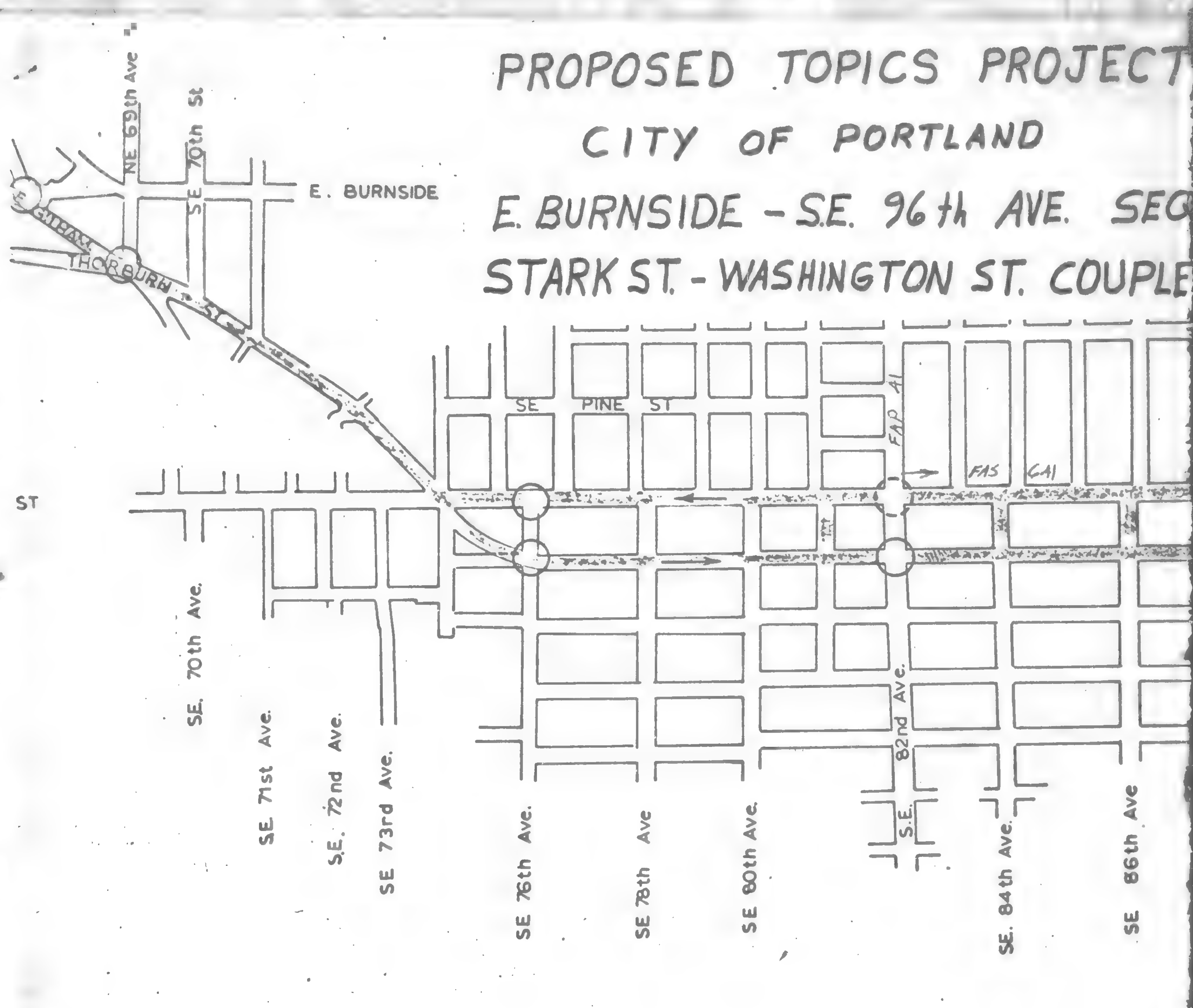
The Portland City Council on the 24th day of September, 19 69, adopted Resolution No. ________ or Ordinance No. 129786, as the case may be, requesting this TOPICS project.

By ______________________________

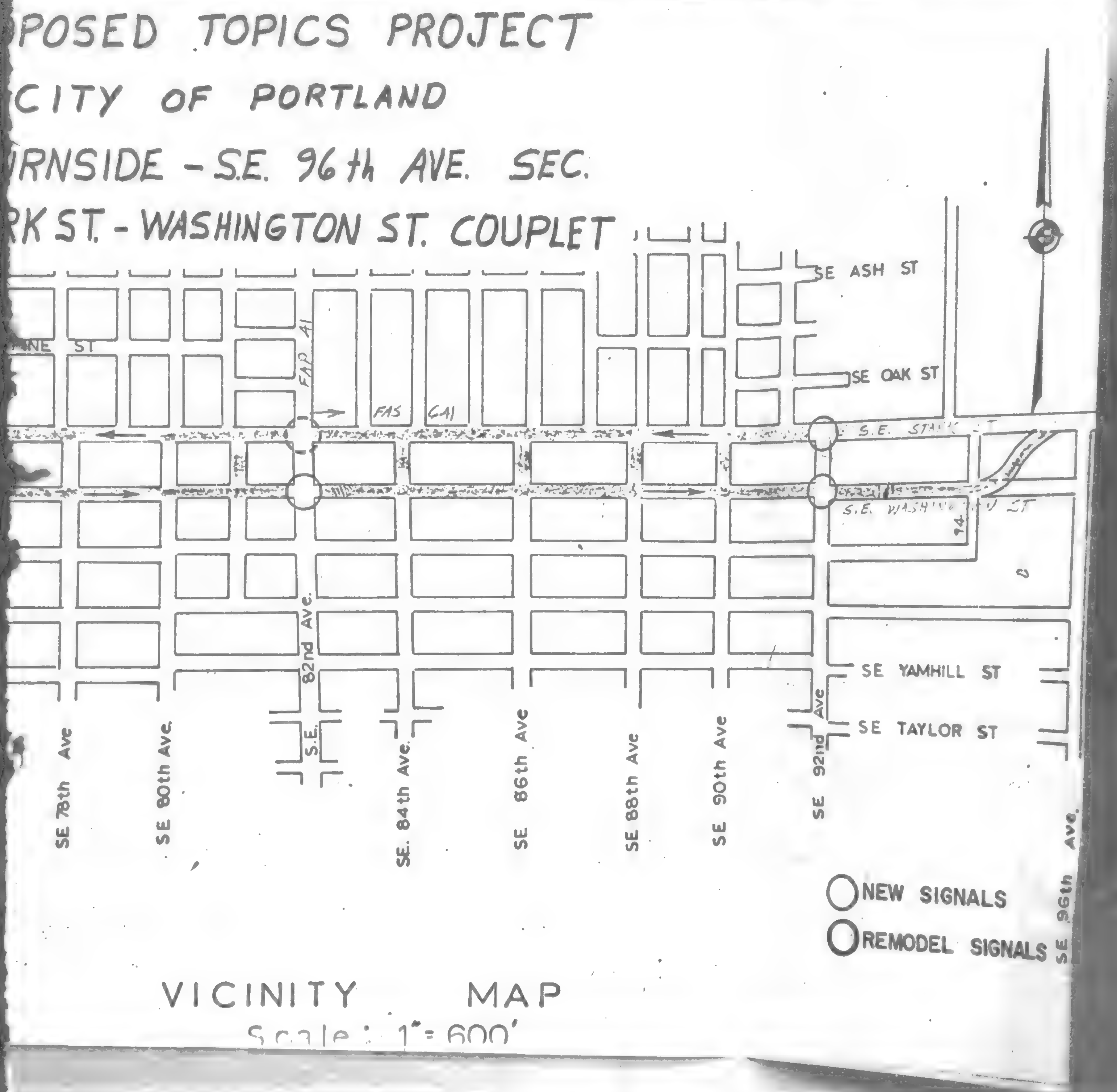
By ______________________________


PORTLAND
OREGON
COLUMBIA RIVER
WILLAMETTE RIVER
PROJECT AREA
CITY OF PORTLAND OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING
MAJOR STREETS & HIGHWAYS
GRAPHIC SCALE
MULTNOMAH COUNTY
CLACKAMAS COUNTY

PROPOSED TOPICS PROJECT
CITY OF PORTLAND
E. BURNSIDE - S.E. 96th AVE. SEQ
STARK ST. - WASHINGTON ST. COUPLE

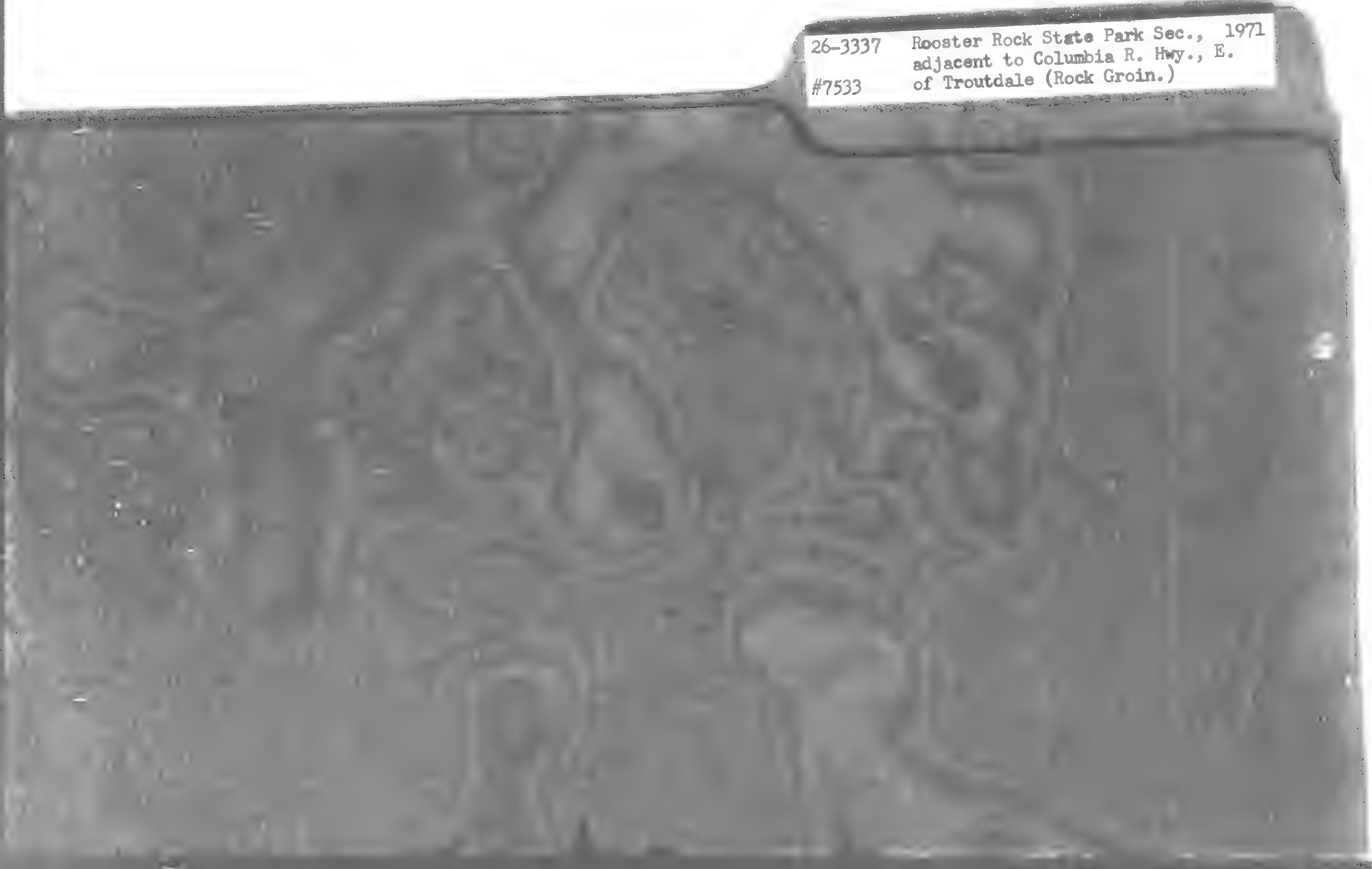


VICINITY MAP
Scale: 1" = 600'



POSED TOPICS PROJECT
CITY OF PORTLAND
RNSIDE - S.E. 96th AVE. SEC.
RK ST. - WASHINGTON ST. COUPLET

VICINITY MAP
Scale: 1" = 600'



26-3337 Rooster Rock State Park Sec., 1971
adjacent to Columbia R. Hwy., E.
#7533 of Troutdale (Rock Groin.)

RK-706 [illegible]

U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES
ADMINISTRATION
COAST AND GEODETIC SURVEY
ROCKVILLE, MARYLAND 20852

OFFICIAL BUSINESS

1801 Fairview Ave. East
Seattle, Washington 98102

POSTAGE AND FEES PAID
U.S. DEPARTMENT OF COMMERCE

REFERRED TO Admin
BY SECRETARY

#7533

Oregon State Highway Division
Highway Building
Salem Oregon 97310

RECEIVED
JAN 15 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
JAN 15 1973
OREGON
STATE HIGHWAY COMMISSION

U.S. POSTAL SERVICE
AM

FORM C&GS-8340
(9-68)
USCOMM-DC
36096-P68

Form Approved
Budget Bureau No. 41-R2260

CORPS OF ENGINEERS PERMIT FOLLOW-UP

Please furnish the following information concerning ~~xxxxx~~ Public Notice No. 70-130
issued to you by the U.S. District Engineer on Jan. 8, 1971 for.

Driving one marker pile and constructing a rock protective berm 525 feet in length to protect the mouth of Latourell Creek from silting.

The above project ☐ will be, ☒ was, completed ☐ about ☒ on May 31 1971 in accordance with the approved plans. If the completed project differs materially from the permit plans, please indicate those changes on a copy of the plans so that this work may be shown in its proper relation to the surrounding features on our nautical charts. The corrected copy of the plans should be mailed to the National Ocean Survey office shown on the reverse side of this card.

FIRM NAME Oregon State Highway Division

SIGNATURE AND TITLE
ORIGINAL SIGNED BY
A. E. JOHNSON
Deputy State Highway Engineer

CHART NO. 6156

Card Mailed 1-24-73

[illegible]

5

FOR FILING

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

NOTED
A. E. JOHNSON

July 5, 1972

Union Pacific Railroad Company
628 Pittock Block
Portland, Oregon 97205

ATTENTION: Mr. C. O. Durham
Director, Land and
Industrial Development

Re: Haul Road Agreement
Fountain Slide Section – copy
Columbia River Highway
Hood River County
R/W File: 43684
Your File: 29944

Gentlemen:

This is in reply to your letter dated June 16, 1972, wherein you request advice regarding the extension of the existing private haul road agreement near Cascade Locks (RR M.P. 45.96) which will expire on November 30, 1972.

This is to advise that we wish this agreement to be extended for an additional three year period.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: A. E. Johnson w/copy of UP letter
C. T. Keasey "
L. H. Young "
V. E. Skoog "
D. H. Moehring "
J. L. Sollis "
J. F. Putnam "
J. W. Valentine "

7-6-72
AEJ

RECEIVED
JUN 20 1972
FOR [illegible]

UNION PACIFIC RAILROAD COMPANY

LAND DIVISION
PITTOCK BLOCK PORTLAND, OREGON 97205
(503) 288-8221

~~O. W. RYAN~~
Director - Land &
Industrial Development

OTIS E. SKINNER
Asst. Director - Land &
Industrial Development

B. M. HUNT
General Tax Agent

7533

June 16, 1972

File: 29944

Admin
(RR agreement 706)

State of Oregon
State Highway Department
Highway Building
Salem, Or 97310

Gentlemen:

Our records indicate license covering a private road crossing at Cascade Locks (M.P. 45.96), Oregon will expire by its terms on November 30, 1972.

Please advise if you desire renewal.

Very truly yours,

C. O. Durham

Director - Land &
Industrial Development

License

RECEIVED
JUN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

6-22-72
Litchfield
Handle

RECEIVED
[illegible] 9-1971
FOR FILING
26-3337
7533

September 8, 1971

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On September 8, 1971, we wrote to you concerning release of final payment on Contract No. 7533 awarded to Erwin J. Welding for rock groin in Rooster Rock State Park in Multnomah County.

Final payment on this contract is $1,607.87 and the total contract amount is $36,969.13. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Erwin J. Welding
12815 N. E. Glisan Street
Portland, Oregon 97230

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
L. W. Rulien

Date: [illegible]

Floyd Query
Commission Secretary

A voucher has been prepared to pay

Contract No. 7533, Est. No. 5 Final, Date: [illegible], Amt. $ 1,607.87

Contractor Erwin [illegible]

Totals to date: Paid to contractor $ [illegible]

Amount of force account $ —

Amount of retained percentage $

Claims Section
Accounting Division

10/64

RECEIVED
AUG 30 1971

FOR FILING

[illegible]
7533

August 27, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed August 16, 1971 on Contract No. 7533. The contract was with Erwin I. Welding and was for a rock groin on the Rooster Rock State Park Section in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 27, 1971 and that you concur in this procedure at the Commission meeting on September 7, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. B. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

RECEIVED
AUG 30 1971
FOR FILING

26-3337

7533

August 27, 1971

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7533 awarded to Erwin J. Welding for rock groin in Rooster Rock State Park in Multnomah County was completed August 16, 1971, and accepted by the Highway Commission on August 27, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before September 1, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Erwin J. Welding
12815 N. E. Glisan Street
Portland, Oregon 97230

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Harr
L. W. Rulien

RECEIVED
AUG 24 1971
FOR FILING

[illegible]
7533

Salem, Oregon
August 22, 1971

Contract 7533
Prefix 26-3337

Mr. F. D. Morgan
Construction Engineer

Mr. I. D. Merchant
Bridge Engineer
BUILDING

All work under Contract No. 7533, Rooster Rock State Park Section in Multnomah County, was completed August 16, 1971.

We request that your office return a signed copy of this letter indicating acceptance of the contract work or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

Vince Gallagher
Contract Payments Engineer

Construction Section
Bridge Section

Office Endorsement

Date___________________

Conditions noted on above date:

Construction Engineer
Bridge Engineer

VG:fw

cc Virgil Boyd
John Jenkins
H. S. Cox

26-3337

FORM E-1 (REV 10-69) 7533

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rooster Rock State Park Rock Groin		WEEK ENDING: August 20, 1971
		SECTION PREFIX: 26 - 3337
	HIGHWAY:	COUNTY: Multnomah
NAME OF JOB: Rooster Rock State Park	KIND OF WORK: Construct Rock Groin	
CONTRACTOR: Erwin J. Welding	CONTRACT NUMBER: 7533	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: February 1, 1971	DATE WORK STARTED: March 2, 1971	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 7 SUPERVISION 1	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION $36,934.60	SPECIFIED COMPLETION DATE: May 31, 1971	PERCENT OF TIME ELAPSED ~~100~~%
EXCLUSIVE OF ENGINEERING $33,708.87	ENGINEERING AUTHORIZATION $3,225.73	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $36,969.13	ENGINEERING COST TO DATE $3,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT OVERRUN XXXXXXX 10 %	PERCENT OF AUTHORIZATION 93 %	DATE PROJECT WAS COMPLETED: August 16, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	Quarry Run Rock GRADING	ARMOR STONE SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1360 CY	2750 CY			
TOTAL QUANTITIES CORRECTED TO DATE	3146.3CY	188.1CY.			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Bull dozer, 1 loader, 9 trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	Sunny			
MONDAY 16	Sunny			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY 14	Sunny			

Routing
Morgan M
Docker
Bond B
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gahagner
Stein

RECEIVED
AUG 23 1971
CONSTRUCTION DIVISION

BEN [illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 15	No Activity
MONDAY 16	Contractor finished placeing the Armor Stone in the morning. The Final Inspection was held in the Afternoon.
TUESDAY 17	Office Personnell working on the Semi-final
WEDNESDAY 18	Office personnell working on the semi-final
THURSDAY 19	Office personnell working on the semi-final
FRIDAY 20	
SATURDAY 14	Contractor placed Armor Stone on the top of the groin.

REMARKS

The contractor hauled Armor Stone from the quarry at 162nd and Foster to the project on saturday and Monday morning. He finished work at noon Monday and the Final Inspection was held that Afternoon. Present for the inspection were Mr. Rulien, Mr. Harwood, Mr. Stiles, and Mr. Leavitt. They accepted the work for the state.

The office personel spent most of the rest of the week working on the Semi-final.

SIGNED Paul R. Barnhart LOCATION Portland
Paul R. Barnhart, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
JUN 4 - 1971

FOR FILING

File

[illegible]

R. B. HARDIN
SUPERINTENDENT
~~OREGON~~ DIVISION

7[illegible]

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

P. O. Box 8979
~~[illegible]~~
PORTLAND, OREGON ~~97227~~
97208

MAY 24, 1971

File Ref. D 315 - 2 - 8 (Spcl.)

RECEIVED
CONSTRUCTION

Mr. Erwin J. Welding,
Erwin J. Welding Construction Co.
12815 N. E. Glisan
Portland, Oregon 97230

Dear Sir:

Rooster Park State Park,
Contract Number (7533)

In line with your letter of April 9, 1971, I am returning herewith United Pacific Insurance Company railroad protective liability policy No. RRP-2543, previously furnished by your Company in anticipation of using the private grade crossing of our main line track at Milepost 45.96 near Cascade Locks, Oregon, in connection with the above-captioned contract with the Oregon State Highway Division. The policy is being returned to you for cancellation with the understanding that such policy was supplied solely in connection with the above-captioned project and your use of the crossing in connection therewith. It is understood that you have not and will not make any use of the crossing whatsoever.

Cec
Fran

The agreement covering your use of the crossing, which has been executed by the State Highway Commission and your firm, is being held in this office and will not be processed for execution by the Railroad.

Yours very truly,

R. B. Hardin,
Superintendent

Copies to:
~~Floyd Query~~
D G Talbot
L W Rulien
P R Barnhart
R H Rumbelz

enc.

6-1-71
F

cc: Mr. F. D. Morgan, Construction Engineer, Oregon State Highway Division, Highway Building, Salem, Oregon 97310. (Atten: Mr. T. W. Litchfield, Railroad & Utility Engineer.)

cc: Mansfield & Co., General Insurance, 2828 S. W. Corbett St., Portland, Oregon 97201.

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
MAY 19 1971
FOR FILING

26-3337
7333

May 19, 1971

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract 7333, the Rooster Rock State Park rock groin project in Multnomah County, is anticipated. Ervin J. Welding of Portland is the contractor. This is a State project for which the original authorization was $36,934.60. The present anticipated cost is $43,268.43 indicating an overrun of $6,333.83 or 17 percent.

The reason for this overrun is an increase in the amount of quarry run rock in the rock groin being constructed to protect the boat launching channel. Materials which have already been placed have suffered losses approaching 25 percent due to variations in the existing river bottom and unanticipated settlement into the river silt.

This request for an additional authorization will be presented to you at the June 22 meeting and your approval is recommended.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
V. D. Wolfe
A. E. Johnson
F. D. Morgan
V. E. Skoog
L. W. Rulien

DES:fw sr

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1971

SUBJECT: Overrun of Project Authorization
Rooster Rock State Park
Contract No. 7533

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun the project authorization on the subject contract. This project for construction of a rock groin into the Columbia River at the outlet of Latourell Creek is under contract to Erwin J. Welding of Portland. The original project authorization was $36,934.60. The present anticipated cost is $43,268.43, indicating an overrun of $6,333.83 or 17 percent.

The reason for this overrun is an increase in the amount of quarry run rock in the groin. Materials which have already been placed have suffered losses approximating 25 percent due to variations in the existing river bottom and unanticipated settlement. Part of the reason for constructing the rock groin was to allow dragline access for future maintenance dredging of the adjacent channel for boat passage. It would have been possible to shorten the job to stay within the plan quantity of the bid item for quarry rock but this would not have provided adequate access for the future dredging.

It is recommended that the project authorization be increased by $6,333.83. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

NOTED
A. E. JOHNSON

JAB/DES:fw
Attachment
cc V. L. Gallagher

RECEIVED
MAY 1[illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-372 (Rev. 10-68)

26-8337
7533

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Rooster Rock State Park Date April 30, 1971

Highway Contract No. 7533

County Multnomah Kind of Work Rock Groin Contractor Erwin J Felding

	Authorized	Estimated
Contract Amount	$32,157.30	$40,042.70
Anticipated Items	100.00	
Contingency (4½%)	1,451.57	
Engineering	3,225.73	3,225.73
Credits		
PROJECT COST	$36,934.60	$43,268.43

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 6-22-71

NET INCREASE $ 6,333.83 (17%)

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
(C) Bid Item No. 2 Quarry Run Rock	$13,910.20	$7,885.40

Principal reasons for overruns (Continue on reverse side): Materials in place indicate a loss of 29% because of the variations in the river bottom since work began and the settlement of the fill into the river silt.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Resident Engineer

Noted by For Construction or Bridge Engineer

Confirmed by Division Engineer

Noted by ~~Deputy~~ or State Highway Engineer
Asst.

SP*29760-734

RECEIVED
APR 5 - 1971
UTILITY UNIT
FOR FILING

OREGON STATE
HIGHWAY DIVISION

26-3337

HIGHWAY BUILDING • SALEM, OREGON • 97310
7533

Phone 378-6511

TOM McCALL
GOVERNOR

April 2, 1971

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. R. B. Hardin

Re: Haul Road Agreement
Rooster Rock State Park
Columbia River Highway
Multnomah County
Contract No. 7533
Your File D 315 - 2 - 8(Spcl.)

Gentlemen:

Herewith you will find triplicate counterparts of the Haul Road agreement for the above captioned private grade crossing at your MP 45.96, which was submitted to us with your letter dated February 19, 1971.

This document was executed by our contractor, Erwin J. Welding Construction Company on March 12, 1971, by the Highway Commission at their meeting of March 30, 1971, and is now being returned to you for final execution by your principals.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Floyd Query
L. P. Shaw
L. H. Young
D. G. Talbot
J. L. Sollis
L. W. Rulien
P. R. Barnhart
R. H. Rumbolz

NOTED
FLOYD QUERY

RECEIVED
ENGINEER

RECEIVED
MAY 4 - 1971

26-3337
7532

Salem, Oregon
April 1, 1971

Agenda Item 4k
March 30, 1971, Commission
meeting

Mr. F. D. Morgan
Construction Engineer

Attention: Ted Litchfield

RAILROAD COMPANIES
FILE No. 706

Attached are three copies of an agreement with Union Pacific Railroad Company and Erwin J. Welding Construction Company providing for a haul road across the railroad tracks at the Herman Creek Interchange on I-80N east of Cascade Locks.

Please have the Railroad Company sign this agreement. We have retained a xerox copy until a fully executed original is returned for the Commission's files.

Floyd Query, Secretary

fkm
Att.

RECEIVED
MAR 23 1971
FOR FILING

26-3337

1533

March 23, 1971

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the March 30 meeting a Haul Road Agreement with the Union Pacific Railroad Company, the Erwin J. Welding Construction Company, and the State providing for a haul road across the railroad tracks at the Herman Creek Interchange on I-80N east of Cascade Locks.

This will provide the contractor with access to the Hinsdale Quarry for material for the construction of rock groins for Rooster Rock State Park on the Columbia River Highway in Multnomah County.

All costs incurred by the Railroad are to be paid by the contractor.

We recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
L. W. Rulien

TWL:dl fn

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Haul Road Agreement
Union Pacific Railroad Company
UPRR MP 45.96
Rooster Rock State Park
Columbia River Highway
Multnomah County
Contract No. 7533

Herewith you will find triplicate counterparts and one xerox copy of the proposed Haul Road Agreement among the Union Pacific Railroad Company, the Erwin J. Welding Construction Company, and the State allowing the contractor to haul across the railroad tracks at the Herman Creek Interchange on I-80N, East of Cascade Locks.

This will provide the contractor with access to the Hinsdale Quarry on the Columbia River if he finds it necessary to use this source for the construction of rock groins on the above captioned project.

This is the standard type of Haul Road Agreement prepared by the Union Pacific Railroad and requires the State to reimburse the railroad for all their costs incurred as a result of this crossing. These costs, by this agreement, are passed on to the contractor.

This agreement has been reviewed and approved by the Department of Justice and the Construction Section. We recommend your approval and request that this be placed on the agenda of the Commission meeting of March 30, 1971.

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Florence Neavoll w/attach

SP*52475-734

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

FEBRUARY 19, 1971

File Ref. D 315 - 2 - 8 (Spcl.)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Railroad and Utility Engineer

Routing
Morgan
Decker
Bond
Walker
Pease E
Swan
Glenn
Litchfield /

RECEIVED
FEB 22 1971
CONSTRUCTION
DIVISION

NOTED
J. M. CARTWRIGHT

Dear Sir:

Rock Groin Construction, Rposter Rock
State Park - Columbia River Highway
Contract No. 7533

Enclosed are duplicate originals and two extra copies of an undated agreement covering the proposed use of an existing private grade crossing, Milepost 45.96, main line near Cascade Locks, Oregon, by the State's Contractor, ERWIN J. WELDING CONSTRUCTION CO., in connection with the above-captioned project.

If the agreement appears satisfactory, will you kindly arrange for execution by the State Highway Commission, including necessary attestment. Following execution, please return the two original counterparts for my further handling. You may retain the two extra copies for your files pending receipt of the fully-executed agreement.

Yours very truly,

RB Hardin

R. B. Hardin,
Superintendent

encs.

[illegible]
FEB 24 1971
FOR FILM

26-3337
7533

February 24, 1971

Mr. Erwin J. Walding
12815 N. E. Glisan Street
Portland, Oregon 97230

Dear Mr. Walding:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7533 rock groin
in Rooster Rock State Park
in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland, Oregon 97205

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1126
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
Paul Barnhart
L. W. Rulien
David Talbot

RECEIVED
FEB 8 - 1971
FOR FILING

26-3337
7533

February 3, 1971

Erwin J. Welding
12815 N. E. Geisen
Portland, Oregon 97230

Dear Mr. Welding:

The State Highway Commission on February 1, 1971, awarded to you State Highway Contract No. 7533 in the amount of $32,157.30 in Rooster Rock State Park adjacent to the Columbia River Highway in Multnomah County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Merchant
Paul Barnhart
L. W. Rulien
David Talbot
William Geibel (SAIF)

SP*52503-794

DEC 3 1970

26-3337
7533

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 30, 1970

To: THE FILES

SUBJECT: Rooster Rock Groin

On Friday, November 27, I telephoned Commander Nelson of the Aids to Navigation Section of the United States Coast Guard in Seattle concerning the possible need for a warning light on our proposed groin at Latourell Creek.

Commander Nelson said the Coast Guard would not require a warning light. However, if at some future date a valid complaint was made by some individual or organization, then the Coast Guard probably would be forced to require a warning light.

On Monday, November 30, Warren Gaskill, John Bradfield, and I discussed the above situation and decided that since it was impossible to include a light in the contract at this late date, we would install conduit and wire in the proposed groin by price agreement. If the need should arise for a light in future years, one could easily be installed.

J.H.
John Hollingsworth
Field Engineer Supervisor

JEH:bt

cc: Warren Gaskill
Frank Stiles

RECEIVED
NOV 24 1970

1859

GAME COMMISSION

126-3337

OFFICE OF THE DIRECTOR

7533

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
DAN CALLAGHAN, Member
J. PAT METKE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

November 18, 1970

cc's sent 11-23-70

F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
L. W. Rulien (2)

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

We have reviewed the plans for the following State highway road project:

Rooster Rock State Park, Multnomah County

It appears that the proposed groin structure will not have any adverse effect on wildlife resources, and the project is approved.

We appreciate the opportunity to comment on this construction.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. OFC

RECEIVED
NOV 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NO
F. B. KLABOE

RECEIVED
NOV 20 1970
DESIGN
SECTION

Hall
1 A. Olson
Scott
Swenson
R. Olson
Trout 4
Do Not File ☐
Keep ☐
Return To
Other

RECEIVED
NOV 24 1970

26-3337

7535

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

NOTED
F. B. KLABOE

November 16, 1970

TOM McCALL
GOVERNOR

COMMISSIONERS
EDW. G. HUFFSCHMIDT
Chairman
JOSEPH I. EOFF
Vice Chairman
McKEE A. SMITH
Member
ROBERT W. SCHONING
State Fisheries Director

cc's sent 11-23-70
- F. B. Klaboe
- L. H. Young
- W. J. Hart
- C. G. Swenson
- W. H. Tebeau
- F. E. Terpin
- L. W. Rulien (2)

Klaboe

Hall
/ Olson

RECEIVED
NOV 20 1970
DESIGN
SECTION

Scott
Swenson
R. Olson
Trout 4
Do Not File ☐
Keep ☐
Return To
Other

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

ROOSTER ROCK STATE PARK
MULTNOMAH COUNTY

The plans of the above titled project, transmitted by your letter of November 9, 1970, have been examined.

We expect the work will be done in the low water period, thus we anticipate no conflict to the commercial fishery drift which exists further out in the river in this area. The project is approved.

RECEIVED
NOV 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely,

Burt Carnegie
BURT CARNEGIE
HYDRAULICS ENGINEER

11-19-70

REFERRED TO
Young
By Asst. State Hwy. Engr

BEN GIFFORD

Referred to
Parks
cc' to F.L.HALL

RECEIVED
NOV 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Ellison
NOTED
R. W. ELLISON

Gifford

Young
NOTED
TOM EDWARDS

cc Talbot.

RECEIVED
NOV 19 1970
PROGRAM & PLANNING
DIVISION

NOV 18 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

26-[illegible]

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7533

November 9, 1970

Mr. John McKean
State Game Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

Dear Sir:

Re: Rooster Rock State Park, Multnomah County

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, herewith preliminary plan sheets on the subject section scheduled for contract letting January 28, 1971.

Your special attention and recommendations will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By Original signed by
Frank L. Hall

Frank L. Hall
Design Engineer

Attach.
cc: F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
L. W. Rulien (2)

RECEIVED
NOV 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOV 18 1970

26-3337
7533

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 9, 1970

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Dear Sir:

Re: Rooster Rock State Park
Multnomah County

To comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963, herewith preliminary plan sheets on the subject section scheduled for contract letting January 28, 1971.

Your special attention and recommendations will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By Original signed by
Frank L. Hall

Frank L. Hall
Design Engineer

Attach.
cc: F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
L. W. Rulien (2)

RECEIVED
NOV 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 24 1970
FORM E-80-X (12-67)
FOR FILING

36-3337
2533

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 11, 1970

SUBJECT: Park Survey Prefix

To: Accounting Division
BUILDING

Attention: Bill Monner

Effective immediately, Parks Section engineering costs will be charged against the following:

421-3311	Yaquina Bay State Park
421-3367	Driftwood Beach State Wayside
426-3307	Rooster Rock State Park

David G. Talbot
State Parks Superintendent

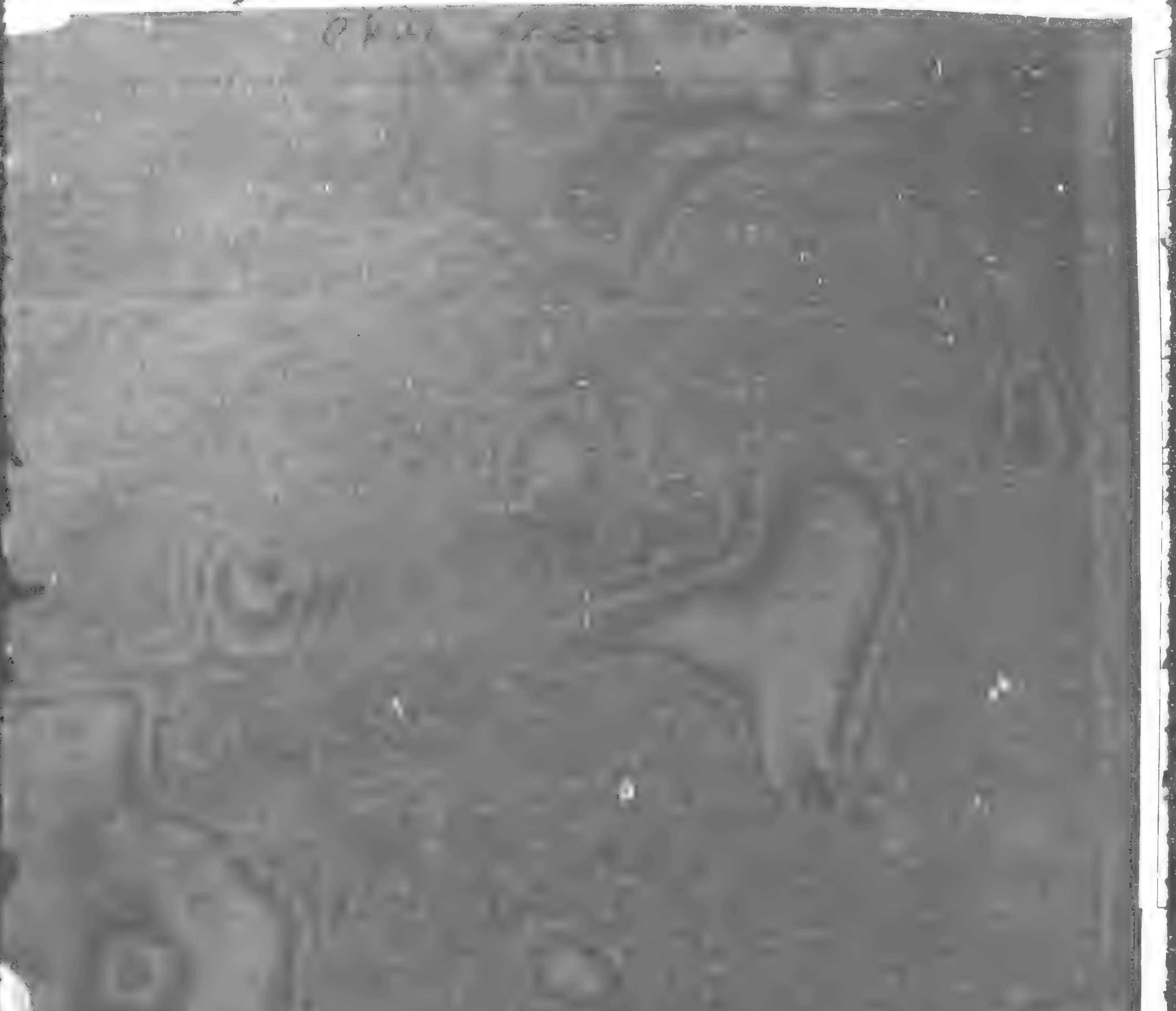
By

Warren H. Gaskill, Assistant
State Parks Superintendent

WHG:JLB:bt

E. S. [illegible]

S-375(2) North Unit Main Canal (Lambert) '71
Bridge, on FAS 780, N.E. of
#7534 Redmond



Fas 780
Desch Co

OREGON STATE
HIGHWAY DEPARTMENT

GHWAY DEPARTMENT INVOICE

NO. 110077

FORM A-190 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO	CREDIT DISTRIBUTION
10-24-72	cs 1306		309-1078-297

Deschutes County
Board of Commissioners
Courthouse
Bend, Oregon 97701

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☑ COOR. ☐ DE ☒ AE ☑ UE
☐ UPE ☑ CE ☒ RE ☒ RPE ☐

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Mr. Charles Plummer, Roadmaster			
Final Billing: N. Unit Main Canal (Lambert) Bridge FAS 780 Covered by agreement dated 9-30-70			
County advance deposit	7,200.00		$ 2,500.00
Amount previously transferred	4,700.00		
County share of construction costs	6,481.00		1,781.00
Amount previously transferred	4,700.00		
			$ 719.00
to be refunded			

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

Deschutes County
FAS 780

October 10, 1972

Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701

Attn: Mr. Charles Plummer
Roadmaster

Gentlemen:

Final costs, as shown in the enclosed cost statement, are now available on:

N. Unit Main Canal (Lambert) Bridge Section
FAS 780

In accordance with an agreement dated September 30, 1970 the amount of $719.00 is due the County. You will receive a refund in this amount.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

HR
H. S. Cox
County and City Engineer

HR:ljt

Encl.

Fed funds- $22,440.[illegible]

☑ ENGR. ☑ CONS. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ DE ☑ RE ☑ RPE ☐

STATE COPY

Form PR-336
(REV.3-68)

OSHD
Region
Wash DC

7534

5-4-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

STATE: Oregon	REGION NO.: 10
COUNTY: Deschutes	
PROJECT NO.: S-375(2)	
DATE OF INSPECTION: 5-12-71	

SIGNATURE: L. H. Young

TITLE: Programming Engineer

BUREAU OF PUBLIC ROADS INSPECTION MADE BY: J. R. Schultz, Area Engineer

IN COMPANY WITH: O.B. Jackmond, Reg 4 Maint Engr, OSHD; T.P.Lowe, Asst Engr Coord., FHWA

CONTRACT AMOUNT: $ 31,560.00

CONTRACTOR'S NAME: R. L. Coats

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

1 Structure. Prestressed beams, length 58', width 32.21'.

5-11-7[illegible] Johnson [illegible] Young [illegible]

NOTED
TOM EDWARDS
5-12-72

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 32.21 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
-	-	-	X080	0.011

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

NOTED
A. E. JOHNSON

N. UNIT, MAIN CANAL (LAMBERT) BRIDGE
DESCHUTES COUNTY

This project provided for the construction of a prestressed slab concrete bridge and associated approach grading.

The contract was awarded on February 9, 1971, with work commencing on February 16, 1971. The contract work was considered complete on April 20, 1971. The contract time allowed for completion of the work was 100 calendar days. The contractor used 58 calendar days to complete the work.

At the time of the final inspection certain guardrail work remained to be completed by county forces. This work has since been done

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: J. R. Schultz Original signed by J. R. SCHULTZ		SIGNATURE: R. E.Simpson Original Signed by R. E. Simpson	
TITLE: Area Engineer	DATE: 5-1-72	TITLE: Division Engineer	DATE: 5-4-72

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED and is considered complete.

The final cost of the contract item work was $31,682.36 which is 0.39 percent over the original bid amount of $31,560. The total final cost, including contingencies and engineering, was $34,722.36 which is 3.9 percent under the original authorization. The resident engineer's Statement of project overruns and underruns has been reviewed. There were no significant changes from plan quantity.

Check measurements made at the time of the final inspection indicate the project has been constructed in reasonable close conformity with the plan.

A copy of the State's materials certificate is attached to the Division office copy of this report.

RECEIVED
MAY 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

JK:fw
Form E-[illegible] (Rev. [illegible])

Reg. Engr. J. F. Putnam
Res. Engr. R. N. Clark

4 - FINAL

Final Estimate Release

STATE OF OREGON—HIGHWAY DIVISION

8-17-71

Job North Unit, Main Canal (Lambert) Bridge County Deschutes

Highway FAS 780 Type of Work Structure

Contractor R. L. Coats

Award Date 2-9-71 Prefix 509-1078 FAP S-375(2) Contract No. 7534

Specified Completion 100 CD Work Completed 4-20-71 Days Used 58

Time Extension Approved - To - Penalty Days None

Accepted by Commission 6-15-71 Date of Final Voucher 6-23-71 Checked Cost Books 8-6-71

EXPENDITURE AUTHORIZATIONS		EXPENDITURES TO DATE		EXPENDITURES TO COMPLETE	
Contract Amount	$31,560.00	Paid Contractor	$31,482.36		
Anticipated Items	-	Final Estimate	200.00		
Subsequent Authorizations	-	Total	$31,682.36		
Contingency Allowance	1,420.20	Add for Deductions	-		
Contract Cost	$32,980.20	Contract Cost	$31,682.36		
Engineering	3,156.00	Engineering	3,615.63	Engineering	$ 52.01
State Force	-	State Force	-	State Force	-
Total	$36,136.20	Total	$35,297.99	Total	$ 52.01
		(a) Deductions	-		
		(b) Credits	-		
Total Original Authorization	$36,136.20	Expended to Date	$35,297.99	Anticipated Final Cost	$35,350.00 (-2.2%)

Deduction Items:

PRICE AGREEMENTS, EXTRA WORK AND STATE FORCE ITEMS

Order No.	Date	Description of Work	Authorized	Est. Final Cost
		ANTICIPATED ITEMS		
		None		
		CONTINGENCY ITEMS		
		None		

State Force	-	State Force	-	State Force	-
Total	$36,136.20	Total	$35,297.99	Total	$ 52.01
		(a) Deductions	-		
		(b) Credits	-		
Total Original Authorization	$36,136.20	Expended to Date	$35,297.99	Anticipated Final Cost	$35,350.00 (- 2.2%)

Deduction Items:

PRICE AGREEMENTS, EXTRA WORK AND STATE FORCE ITEMS

Order No.	Date	Description of Work	Authorized	Est. Final Cost
		ANTICIPATED ITEMS		
		None		
		CONTINGENCY ITEMS		
		None		

Construction Engineer .... Date August 17, 1971

Deputy or Assistant State Highway Engineer .... Date ...., 19......

SP*29734-714

FAS 780

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1971

SUBJECT: N. Unit Main Canal
(Lambert) Bridge
Deschutes County
Bridge 10236

To:

Mr. H. S. Cox
County-City Engineer

BUILDING

Enclosed are two prints of drawing 26993, the plan and elevation drawing for the Lambert Bridge over the North Unit, Main Canal, in Deschutes County. Also enclosed are two prints of a sketch of a suggested guardrail terminal treatment for use at the bridge ends.

These details are suggested as a solution to the terminal treatment of the guardrail at the bridge ends caused by the close proximity of the ditch rider road and power substation road.

These details are being sent to you for transmittal to the County for their use in installing the approach guardrails to the bridge.

Walter J. Hart
Walter J. Hart
Bridge Administration Engineer

WJH:dh
Enclosure

cc J. F. Putnam
A. A. Rear

Copy to Deschutes Co
8-19-71
SI

RECEIVED
COUNTY & CITY SECTION
AUG 13 1971
☑ ENGR. ☑ COOR. ☑ ICE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

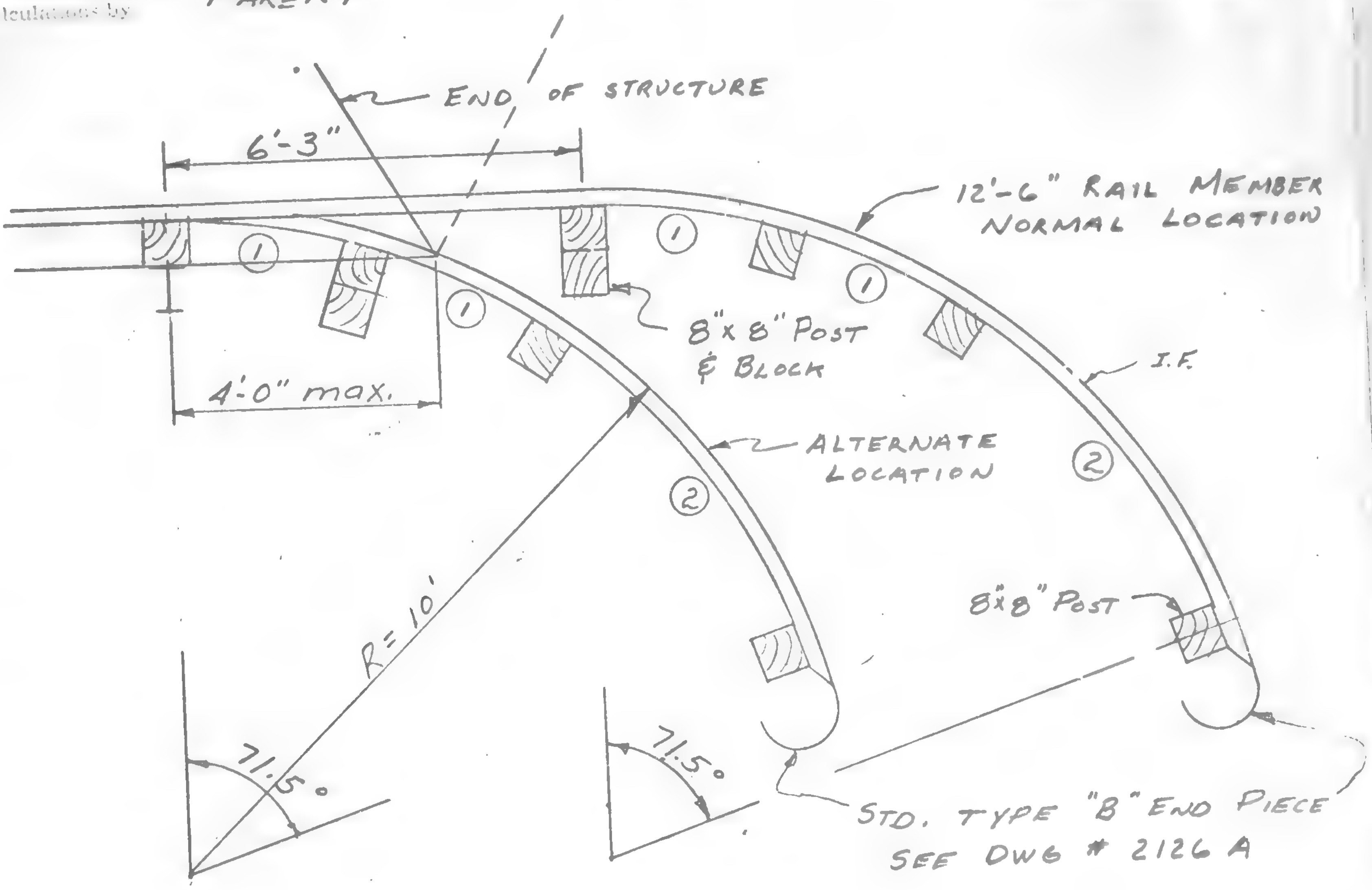
Form E-132-20M

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 2

Bridge GUARD RAIL TERMINATION AT BRIDGE ENDS

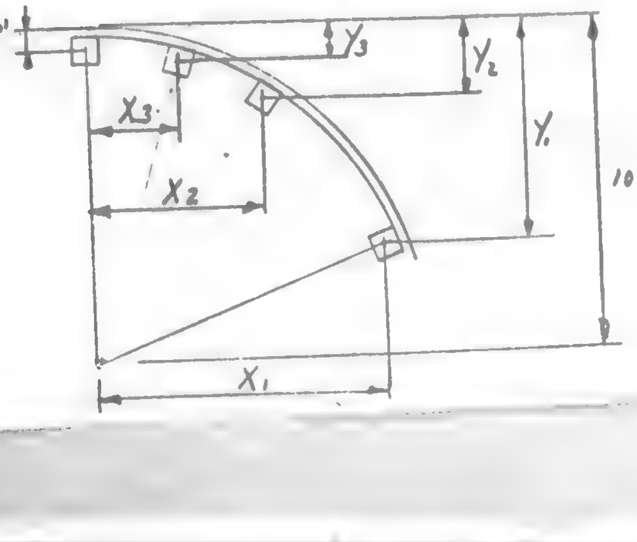
Calculations by PARENT Date 8- Bridge No.



POST SPACING MEASURED ALONG INSIDE FACE OF RAIL

① 3'-1 1/2"
② 6'-3"

GUARD RAIL TERMINATION AT BRIDGE ENDS

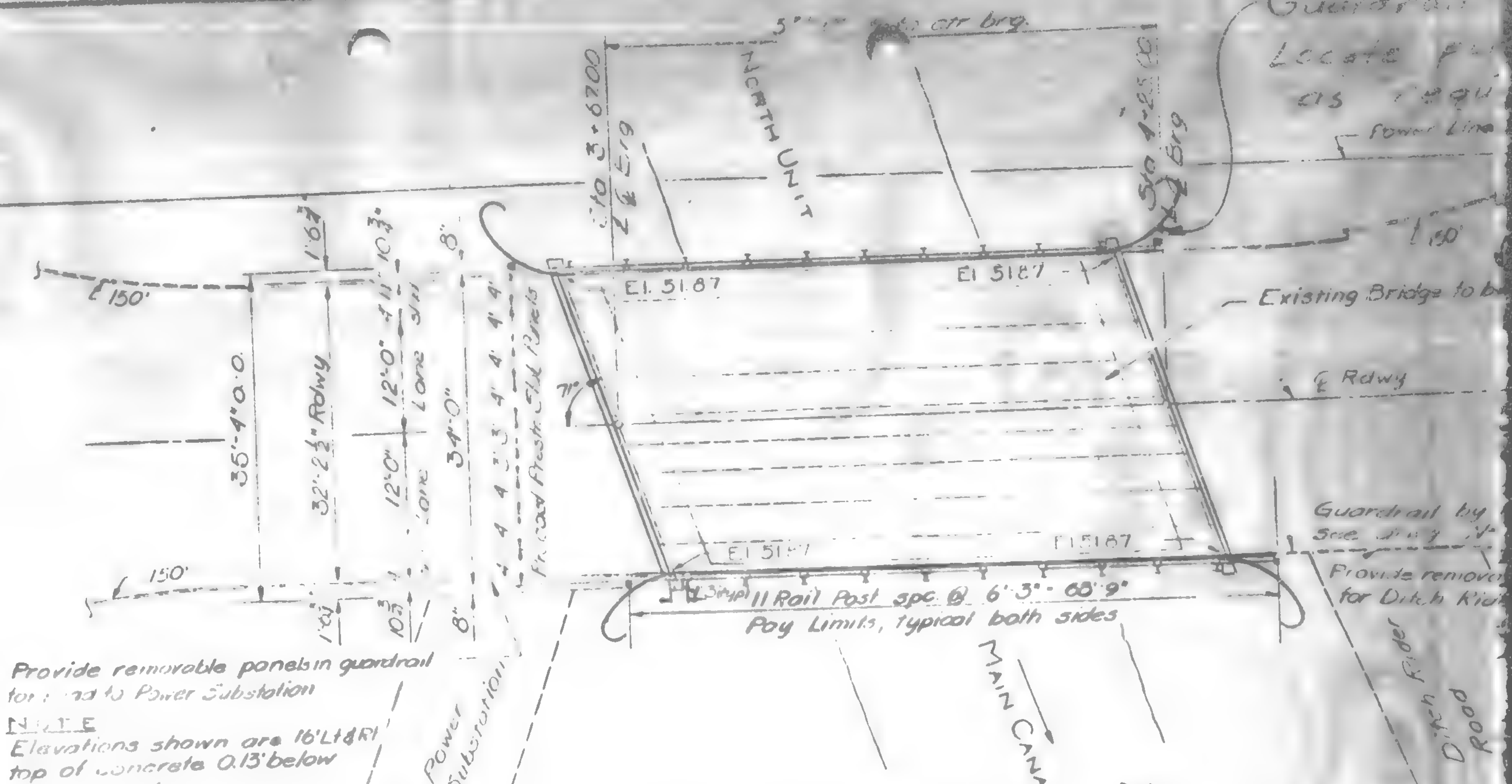


$X_1 = 107"$ $Y_1 = 84"$

$X_2 = 66"$ $Y_2 = 28\frac{1}{2}"$

$X_3 = 40"$ $Y_3 = 12\frac{1}{2}"$

X & Y dimensions to center of Post or Block



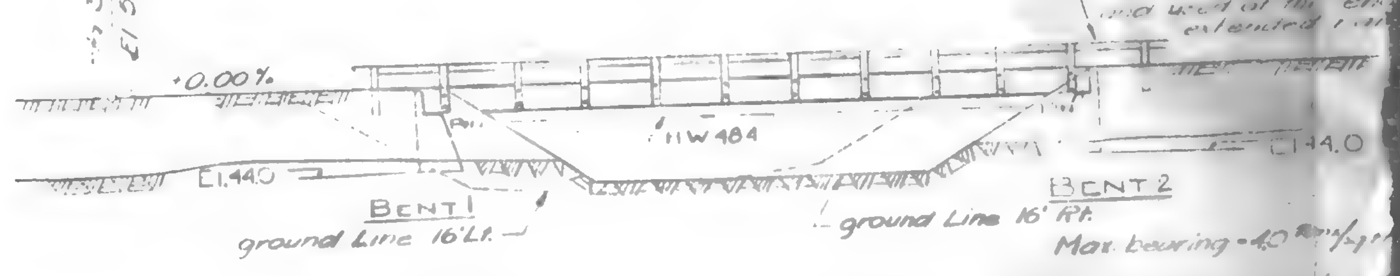
Provide removable panels in guardrail for … to Power Substation

NOTE
Elevations shown are 16' Lt & Rt top of concrete 0.13' below finish grade.

P L A N

scale 1" = 10'-0"

Guardrail Dwg. Nº 2.09-…
When guardrail is to be …
by others, provide end p…
be designated and at …
Nº (…) at all ends of …
rail. When rail is exten…
the end pieces are …
and used at the ex…
extended rai…

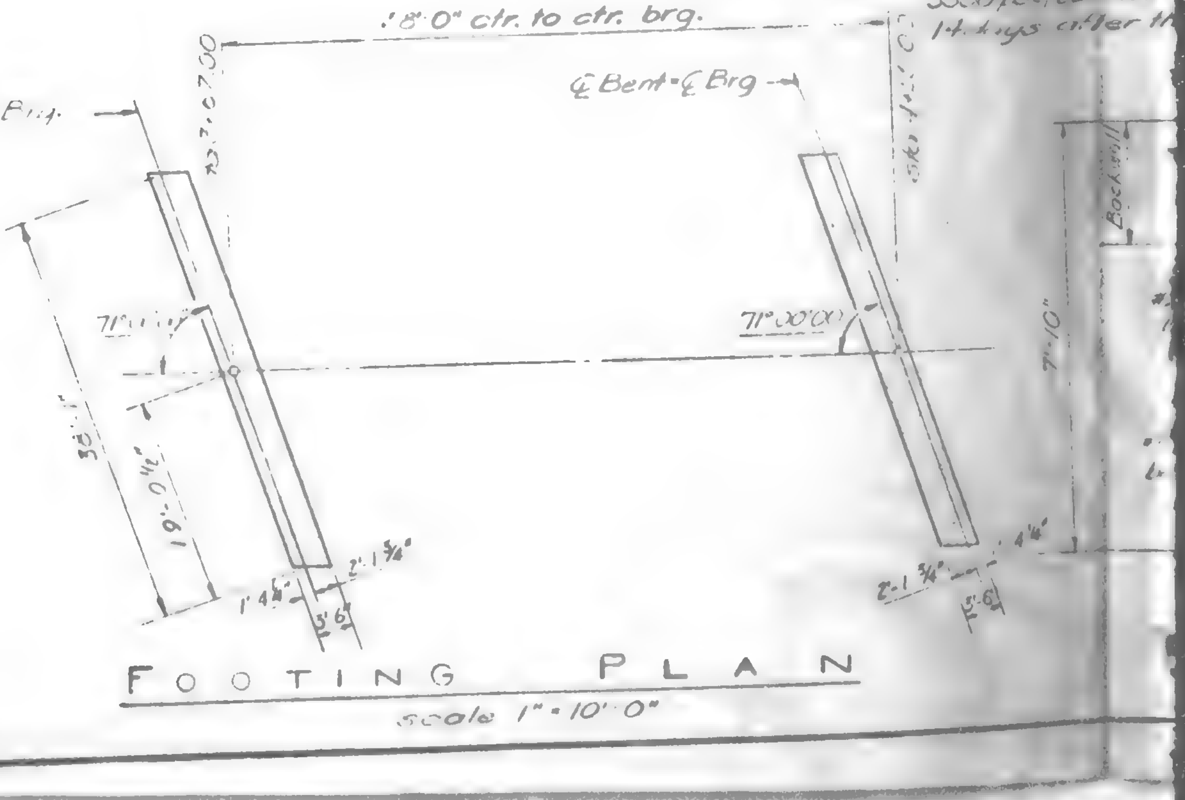


Max. bearing = 4.0 …/sq. f…

Delay concrete p…
beam seat until …
Do not backfill until …
has attained a str…
3300 psi, but not …
14 days after th…

E L E V A T I O N

scale 1" = 10'-0"

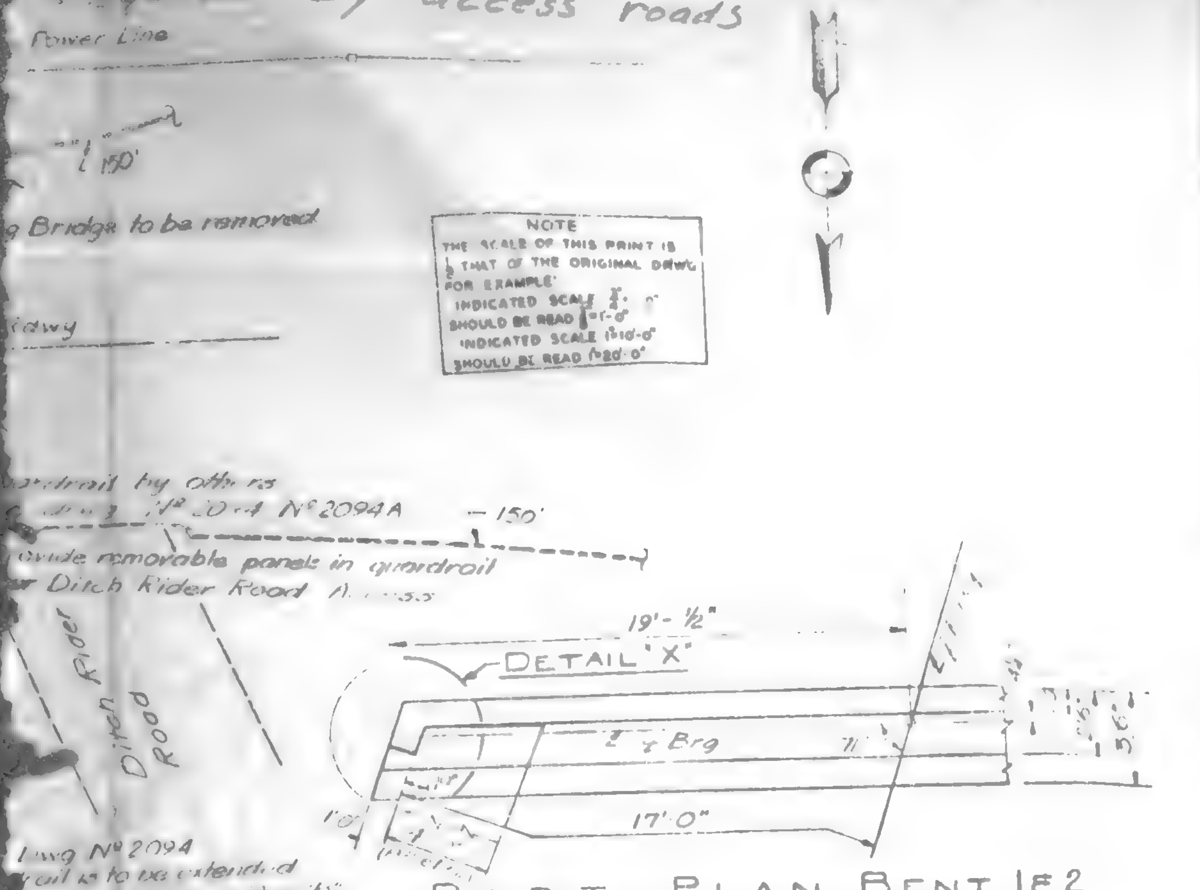


HYDRAULIC DATA		
	Design Flood	Max. Flood (1957)
Discharge c.f.s.		1220
Frequency	—	—
HW Elevation Natural Chan.	48.4	48.8

F O O T I N G P L A N

scale 1" = 10'-0"

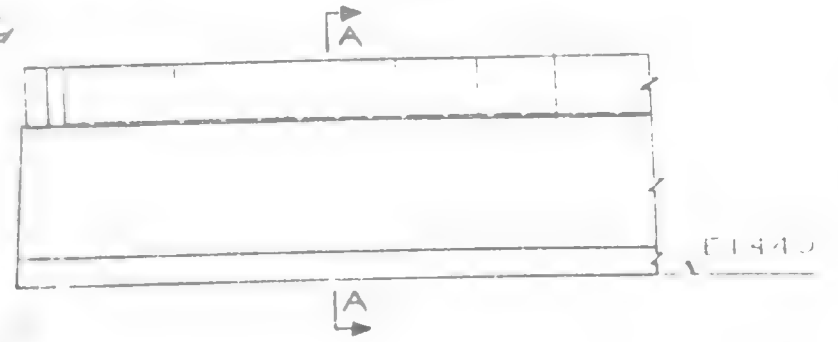
drail modifications per attached sketch.
te point of connection to exist. rail
required by access roads



NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE:
INDICATED SCALE ½"=1'-0"
SHOULD BE READ ¼"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

PART PLAN BENT 1 & 2

scale ½"=1'-0"

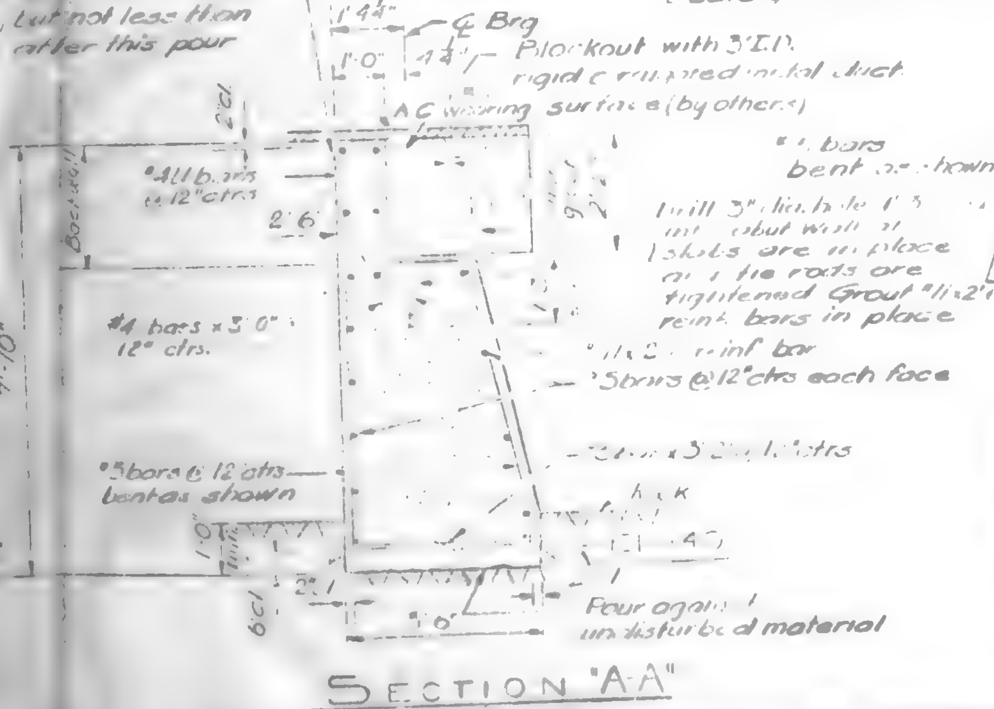


PART ELEVATION BENT 1 & 2

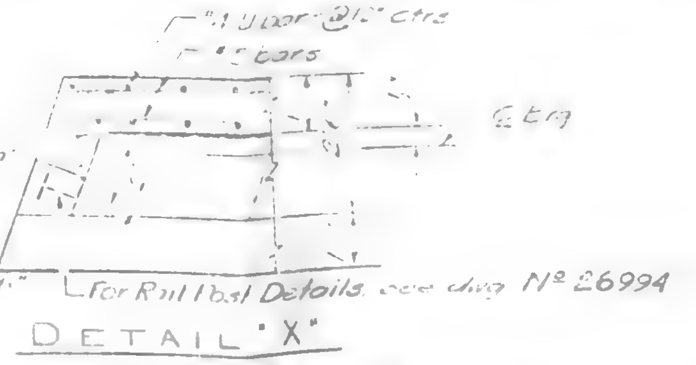
scale ½"=1'-0"

4.0 Tons/ft

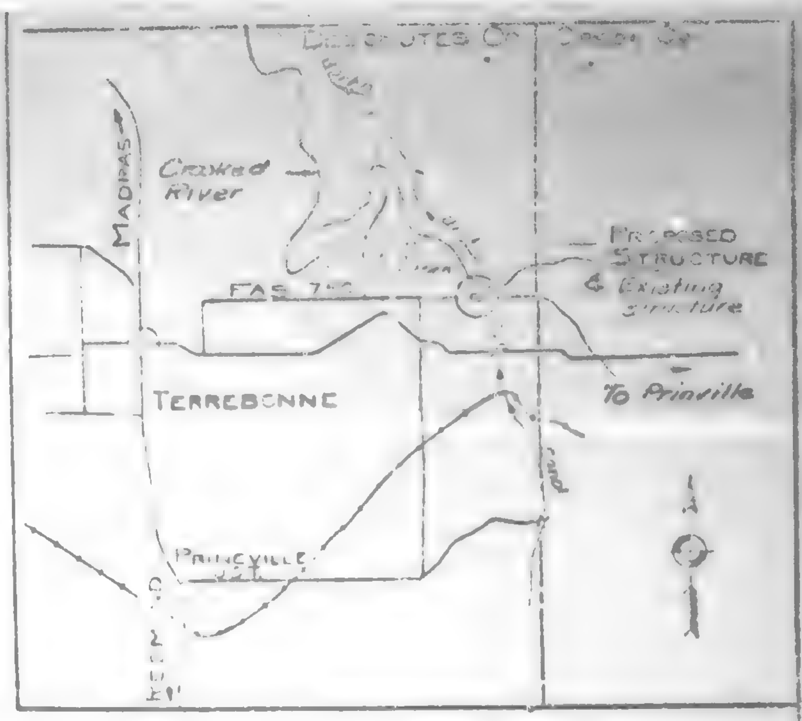
concrete pour above
seat until slabs are in place
parapet wall until concrete
attained a strength of
psi, but not less than
days after this pour


1'-4½"
℄ Brg
1'-0"
4½"
Blockout with 3" I.D. rigid corrugated metal duct
A.C. wearing surface (by others)
#4 bars bent as shown
#4 bars @ 12" ctrs
Drill 3" dia. hole 1'-3" into abut wall after slabs are in place and tie rods are tightened. Grout #11x2'-0" reinf. bars in place
#4 bars x 3'-0" @ 12" ctrs.
#11x2'-0" reinf bar
#5 bars @ 12" ctrs each face
#5 bars @ 12" ctrs bent as shown
2'-6"
7'-10"
4'-4"
2'-0"
Pour against undisturbed material

SECTION "A-A"



DETAIL "X"



VICINITY MAP

no Scale

GENERAL NOTES

All material and workmanship shall conform to Standard Specifications for Highway Construction of the Oregon State Highway Commission.

Bridge designed for HS 20-44 loading with an allowance for future wearing surface.

All prestressed concrete shall be Class AA with a design strength of 5000 psi in 28 days.

Prestressing steel shall be in accordance with detail plans. See dwg. Nº 26994.

All other reinforcing steel bars Nº 3 thru Nº 11 inclusive shall be lapped 24 diameters or a minimum of 1'-0" at all splices unless noted or shown otherwise. All bars shall be placed 2" clear to nearest face of concrete unless noted or shown otherwise (fs = 20000 psi).

Footing elevations are subject to change depending upon foundation material encountered. Reinforcing steel for footings shall not be fabricated until final footing elevations have been determined in the field.

Concrete in bents to be class "A" and shall attain a design strength of 3300 psi in 28 days (fc = 1320 p.s.i.)

APPROVED
BRIDGE ENGINEER
ASS'T. STATE HIGHWAY ENGINEER
STATE HIGHWAY ENGINEER
DESIGNED LH
DRAWN LH
CHECKED GLH
CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION
NORTH UNIT MAIN CANAL LAMBERT BRIDGE
LAMBERT ROAD FAS 760
DESCHUTES COUNTY
PLAN AND ELEVATION BENT
DATE 1/4-17/1 BRIDGE NO.
ACCOMPANIED BY DWGS.
DRAWING NO. 26993

RECEIVED
JUN 28 1971
FOR FILING

S-375(2)

7534

June 28, 1971

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st
Portland, Oregon 97201

Gentlemen:

On June 16, 1971, we wrote to you concerning release of final payment on Contract No. 7534 awarded to R. L. Coats for the North Unit Main Canal (Lambert) Bridge Section of FAS 780 in Deschutes County.

Final payment on this contract is $200.00 and the total contract amount is $31,682.36. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses

cc Mr. R. L. Coats
1270 Trenton Ave.
Bend, Oregon 97701

bc Frank Morgan
Ivan Merchant
J. F. Putnam
V. E. Skoog
Attn: John Herr

[illegible]
JUN 18 1971

FOR FILING
S-375(2
1954

June 16, 1971

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

Contract No. 7534 awarded to R. L. Coats for a structure on the North Unit Main Canal (Lambert) Bridge on FAS 780 in Deschutes County, was completed April 20, 1971, and accepted by the Highway Commission on June 15, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before June 23, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc R. L. Coats
1270 Trenton Ave.
Bend, Oregon 97701

bc J. F. Putnam
Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr

RECEIVED
JUN 16 1971
FOR FILING

S-375(2)
7534

June 15, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed April 20, 1971 on Contract No. 7534. The contract was with R. L. Coats and was for a structure on the North Unit Main Canal (Lambert) Bridge Section of FAS 780 in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 15, 1971 and that you concur in this procedure at the Commission meeting on June 22, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

fas 780

DESCHUTES COUNTY ROAD DEPARTMENT
Charles L. Plummer, Roadmaster
1507 EAST FIRST STREET • BEND, OREGON 97701
TELEPHONE 382-6795

May 4, 1971

Mr. James Putnam
Division Engineer
Oregon State Highway Department
State Highway Building
Bend, Oregon 97701

RE: Contract #S-375 (2)
F.A.S. Route #780

Dear Sir:

This correspondence is relative to our inspection of the above mentioned project this date.

In behalf of Deschutes County, I accept this project as being constructed according to the plans and specifications, with the following reservation:

That all the "spacers" on the metal posts that are attached to the concrete slab be replaced so they fit tightly and there is no spacing or free play.

Sincerely,

Charles L Plummer

Charles L. Plummer
Deschutes County Roadmaster

CLP:mp

cc: H. S. Cox - County and City Engineer

RECEIVED
COUNTY & CITY SECTION
MAY 5 1971
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ DE
☑ UPE ☑ CP ☐ RE ☑ RPE ☐

RECEIVED
[illegible]
[illegible]

S-375(2)
7534

April 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7534
Prefix 509-1078
FAP S-375(2)

Dear Sir:

The work under Contract No. 7534, North Unit Main Canal (Lambert) Bridge Section of FAS 780 in Deschutes County, was completed April 20, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

VG:fw

ML.

S-375 (2)

FORM E-1 (REV 10-65)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION North Unit Main Canal (Lambert) Bridge	WEEK ENDING April 17, 1971
		SECTION PREFIX 509-1078
	HIGHWAY FAS 780	COUNTY Deschutes
NAME OF JOB North Unit Main Canal (Lambert) Bridge	KIND OF WORK Structure	
CONTRACTOR R. L. Coats	CONTRACT NUMBER 7534	FEDERAL AID PROJECT NUMBER S-375 (2)
DATE OF CONTRACT February 9, 1971	DATE WORK STARTED February 16, 1971	ESTIMATED COMPLETION DATE 4-22-71
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 100	WORK DAYS USED CALENDAR DAYS USED 55
PROJECT AUTHORIZATION. $36,136.20	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 55
EXCLUSIVE OF ENGINEERING: $32,980.20	ENGINEERING AUTHORIZATION $3,156.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $31,694.00	ENGINEERING COST TO DATE $2,620.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 87
ESTIMATED PERCENT: UNDERRUN 3.8 %	PERCENT OF AUTHORIZATION 83 %	DATE PROJECT WAS COMPLETED 4-20-71

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Days	CAUSE OF DELAY
SUNDAY	Snow showers Cldy, cold			1	
MONDAY	O'cast, mild			1	
TUESDAY	O'cast, mild			1	RECEIVED
WEDNESDAY	Mostly cloudy, mild			1	20 1971
THURSDAY	Mostly fair, windy, cool			1	
FRIDAY	Cloudy, cool			1	BEN GIFFORD
SATURDAY	Cloudy, snow showers, cold			1	

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work
MONDAY	Erecting metal rail
TUESDAY	Erecting metal rail
WEDNESDAY	Erecting metal rail
THURSDAY	No work
FRIDAY	No work
SATURDAY	No work

REMARKS

Job completed except for anchoring of wood blocks on rail.

CC: Bridge (2)
Const. (1)
Div. (1)
File (1)

N. D. Krehbiel

SIGNED N. D. Krehbiel LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

[illegible]

RECEIVED
MAR 8 - 1971
FOR FILING

S-375(2)
7534

March 3, 1971

Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Re: Contract No. 7534
North Unit Main Canal
(Lambert) Bridge
Deschutes County

Dear Mr. Coats:

It has been called to our attention that the beginning calendar day count of February 23, 1971, on the above-mentioned contract was in error in our letter to you of February 9 and on the contract cover.

Please correct the beginning calendar day count to February 22, 1971, in the last paragraph of our February 9 letter and on the front cover of your copy of the contract.

We are sorry for any inconvenience we have caused you.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc F. D. Morgan
I. D. Merchant
J. F. Putnam
R. H. Clark

OREGON STATE
HIGHWAY DEPARTMENT
FORM A-150 (3-64)

HIGHWAY DEPARTMENT
INVOICE

NO. 104890

RECEIVED
COUNTY & CITY SECTION
FEB 24 1971
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☒ UC
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-23-71	CC 1249		501-1077-297

Deschutes County
Board of Commissioners
Deschutes County Courthouse
Bend, Oregon 97701

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Charles Plummer, Roadmaster			
Advance Deposit			
Partial transfer of the Advance Deposit for the North Unit Main Canal Bridge, FAS 780. Covered by agreement dated 9-30-70			7,200.00
			4,700.00
To be retained			2,500.00

ACKNOWLEDGMENT OF FILLING REQUEST
Cash Received with Request $______________
By ________________________________

ENGR. ☑ COOR. ☐ CE ☐ AE ☒ ME
☐ MPE ☐ CE ☑ RE ☐ MPE ☐

February 11, 1971

Board of Commissioners
Deschutes County Courthouse
Bend, Oregon 97701

Attn: Mr. Charles Plummer
Roadmaster

Re: Deschutes River (Tumalo) Bridge Sect.
FAS 946, and

N. Unit Main Canal (Lambert) Bridge Sect.
FAS 780

Gentlemen:

This is to acknowledge receipt of the County's advance deposit in the amount of $33,400 ($7,200 for FAS 780, and $26,200 for FAS 946) for subject projects.

A copy of the construction plans and contracts (# 7519-FAS 946, and # 7534-FAS 780) are enclosed for your information and reference. If more copies are desired, please do not hesitate to request same.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

RECEIVED
FEB 23 1971
FOR FILING
S-375(2)
7534

February 23, 1971

Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7534 for a
structure on the North Unit
Main Canal (Lambert) Bridge
Section of FAS 789 in
Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or
Enclosure

cc General Insurance Co. of America
Portland Service Office
520 S. W. 6th Avenue
Portland, Oregon 97204

bc F. D. Morgan
I. D. Merchant
R. H. Clark
J. F. Putnam

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. ~~1-27~~ 2-52	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 2-11-71	COUNTY Deschutes
		PROJECT NO. S-375(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co.Rd. 2.5 Mi. East of Terrebonne
N. Unit, Main Canal (Lambert) Bridge

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	12-23-70	0.011
OTHER *(Specify)*		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 36,136.00	$ 22,960.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer February 19, 1971

February 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

N. Unit, Main Canal (Lambert)
Bridge
Project No. S-375(2)

Dear Sir:

We are forwarding four copies each of project agreement estimate and project agreement for the above-listed project. Two copies of the project agreement have been signed by a Highway official.

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, Subject: "Consideration of the overall interests of the public in the Federal-aid highway programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

The specifications and proposal contain certifications conforming to Mr. J. M. O'Connor's memorandum of February 23, 1968, in regard to nonsegregated facilities.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

Enc.

Oregon State Highway Division

Federal-Aid
Project No. S-375(2)

N. UNIT, MAIN CANAL (LAMBERT) BRIDGE

FAS 780 IN DESCHUTES COUNTY

Salem, Oregon, February 10, 1971

Project agreement estimate.

Type Code X080
Lambert Bridge No. 10236 (Sta. 3+67 to Sta. 4+25)

Temporary Protection and Direction of Traffic	All Required		$ 500.00
Bridge Removal Work	All Required		600.00
Shoring, Cribbing, Etc.	All Required		7,500.00
Structure Excavation	130 cu.yd.	3.00	390.00
Structure Excavation Below Elevation Shown	15 cu.yd.	10.00	150.00
Class A Concrete (60 cu.yd.)	All Required		4,800.00
3'x55'/60' Prestressed Slabs	2 only	1,500.00	3,000.00
4'x55'/60' Prestressed Slabs	7 only	1,600.00	11,200.00
Reinforcement (5,200 lb.)	All Required		936.00
Metal Rail	138 lin.ft.	18.00	2,484.00
	Subtotal		$31,560.00
	Engr. & Cont.		4,576.00
	Total		$36,136.00

Length of Project - - - 0.011 Mile

Federal Funds	$22,960.00
State Funds	6,588.00
County Funds	6,588.00
Total	$36,136.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G 1 - 100%
Contract No. 7534
Prefix: 509-1078

RECEIVED
FEB 10 1971
FOR FILING

S-375(2)
7534

February 9, 1971

R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

The State Highway Commission on February 1, 1971, accepted your proposal for a structure on the North Unit Main Canal (Lambert) Bridge Section of FAS 780 in Deschutes County for the sum of $31,560 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7534.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin February 23, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

F. D. Morgan
R. H. Clark
William Geibel (SAIF)
I. D. Merchant
J. F. Putnam

☐ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ U
☑ TPE ☑ CF ☑ RE ☑ RPE ☐

SALEM, OREGON
February 9, 1971

Mr. Vern Skoog
Controller
BUILDING

Attn: Mr. John Herr

N. Unit Main Canal (Lambert) Bridge Sect.
FAS 780
Deschutes County
and
Deschutes River (Tumalo) Bridge Sect.
FAS 946
Deschutes County

Herewith is Deschutes County's warrant (No. 3694) in the amount of $33,400 which is the required amount for the advance deposit for the subject projects. The contracts are now clear for award.

HR
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

Att.

cc: Ivan Merchant
L. H. Young

Rec'd by C C Haveland
Date 2-9-71

RECEIVED
FEB 8 - 1971
FOR FILING

S-375(2)
7534

February 3, 1971

R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

The State Highway Commission on February 1, 1971, accepted your bid in the amount of $31,560 on the North Unit Main Canal (Lambert) Bridge Section of FAS 780 in Deschutes County, which was the low bid received for that job on January 28, 1971.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as approval of Deschutes County is received and $7,200 is deposited by the County. When these conditions have been fulfilled we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Merchant
R. H. Clark
J. F. Putnam
William Geibel (SAIF)

☑ ENGR. ☑ COOR. ☒ DE ☒ AE ☒ UE
☑ DPE ☑ CE ☒ RE ☐ UPE ☐

January 29, 1971

Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701

Attention: Mr. Charles Plummer

Gentlemen:

On January 28, 1971, a satisfactory bid was received from R. L. Coats, 1270 Trenton Avenue, Bend 97701, for the North Unit, Main Canal (Lambert) Bridge Section, FAS 780. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$31,560.00
14½% Engineering & Contingencies	4,576.20
Estimated Total Cost.........	$36,136.20

County Advance Deposit:

20% of $36,136.20 = $7,227.04 or say $7,200.00

Please make this advance deposit in the amount of $7,200 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

10%
3,611.77

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:mm

RECEIVED
JAN 28 1971
FOR FILING

S-375 (3)
7534

MISC. CONTRACTS and
AGREEMENTS No. 4133

January 15, 1971

Board of County Commissioners
Deschutes County
Courthouse
Bend, Oregon 97701

Attention: Rosemary Patterson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the N. Unit Main Canal Bridge on Lambert Road.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

FAS 780
Desch Co

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION I
BOX 8008
BOISE, IDAHO 83707

IN REPLY
REFER TO: 426

JAN 13 1971

RECEIVED
COUNTY & CITY SECTION
JAN 19 1971
☐ ENGR. ☑ COOR. ☒ OE ☑ AE ☑ UE
☑ UPE ☑ DE ☑ RE ☑ RPE ☑

Mr. Roger . Norland, Manager
North Unit Irrigation District
Route 2, P. O. Box 1224
Madras, Oregon 97741

Dear Mr. Norland:

We are returning herewith the Oregon State Highway Department Plan for a replacement bridge across the North Unit Main Canal of the Deschutes Project, Oregon. The Bureau of Reclamation's approval of the new structure, which is apparently identified as the Lambert Bridge, is noted on the plan. The original bridge was constructed pursuant to the agreement between the United States and Deschutes County dated July 2, 1941, Contract No. I56r-74.

We would appreciate a copy of the plan when it has been approved by all interested parties.

Sincerely,

Norman H. Moore
Acting for H. T Nelson
Regional Director

Enclosure

Cox —

Hand carried plans to Walt Hart 1/20/71

JAN - 4 1971
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ [illegible]
☑ UPE ☑ CE ☑ [illegible] ☐ ☐

FAS-C

Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701

January 4, 1971

Attn: Mr. Charles Plummer
Roadmaster

Gentlemen:

Enclosed are two copies of an agreement in connection with the N. Unit Main Canal Bridge Section on Lambert Road, FAS 780.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to awarding of a contract. The low bid received plus 14½ % for engineering and contingencies will be the basis for the county's advance deposit.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After certification by the Highway Commission Secretary, a fully executed copy of the agreement will be returned for the County's records.

It is presently planned to accept bids on this project at the January 28, 1971 letting. The estimate for this project is $40,000. Please keep this estimate confidential.

Very truly yours,

H. S. Cox
County and City Engineer

By
Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

MEMO TO FILES

Re: N. Unit Main Canal (Lambert) Bridge Section
FAS 780
Deschutes County

January 4, 1971

Deschutes County has requested that this bridge be constructed in the 1971 construction season. Because the footings and the supports for the bridge will affect the canal, it will be necessary that this work be done prior to April 1, 1971, at which time the water will be turned back into the canal. To avoid complications related to this situation, bids for this project must be opened at the January 28, 1971 letting date.

Since the plans for this project will not be completed soon enough for our regular advertising three weeks prior to scheduled bid opening (January 28, 1971), it is felt that it is in the public interest to advertise for bids with a two-week minimum advertising period in order to meet the deadline of January 28.

H. S. Cox
County and City Engineer

By Harold Reynoldson
Harold Reynoldson
Rural Program Engineer

HR:ljt

cc: I. D. Merchant
Frank Hall
C. G. Swenson
FHWA
J. F. Putnam
R.N. Chase

RECEIVED
COUNTY & CITY SECTION
JAN - 4 1971
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ DPE ☑ OE ☑ UE ☑ RPE ☐

ORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: DEC 22 19[illegible]

BY (Signature): Mr. Young's December 21, 1970 letter

TITLE: Program & Planning Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1048 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
048	S-375(2)	0.011	58,000	36,800	**Location**: N. Unit Main Canal (Lambert) Bridge **Work**: One Structure

12 23 70

Young 12-29-70

RECEIVED DEC 24 1970 OFFICE OF STATE HIGHWAY ENGINEER

MARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved June 24, 1968, this office should be notified of such proposed exceptions and reasons thereof.

RECEIVED DEC 29 1970 FOR FILE
S-375(2)
1534

ENTD TOM EDWARDS

RECOMMENDED	DATE	APPROVED
SIGNATURE AND TITLE	12-23-70	SIGNATURE AND TITLE R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1970

SUBJECT:
North Unit Main Canal (Lambert) Bridge
Lambert Road FAS 780
Deschutes County
Bridge No. 10236

To: Mr. H. S. Cox
County-City Engineer

BUILDING

Enclosed are three prints of drawing number 26961, the preliminary plan and elevation drawing for the North Unit Main Canal (Lambert) Bridge. It is planned to call for bids on this project on January 28, 1971.

The estimated cost of the structure, including an allowance for engineering and contingencies, is $58,000.00.

These prints are being sent to you for transmittal to Deschutes County. Please have the County return one print with their approval noted thereon.

Walter J. Hart

Walter J. Hart
Bridge Administration Engineer

WJH/ag
Encl.

cc J. F. Putnam w/encl.

RECEIVED
COUNTY & CITY SECTION
DEC 22 1970
☑ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

SP*82475-734

RECEIVED
DEC 24 1970

15-3756
7534

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
December 21, 1970

SUBJECT: N. Unit Main Canal (Lambert) Bridge
Lambert Road, FAS 780
Deschutes County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a location-design approval form for the subject FAS-C project. Please return an approved copy to this office for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

ret'd to
COX
12-22-70

We will proceed to place the required notices in the proper news media.

Robert H. Prange
Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt
Att.

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor Wolfe
F. L. Hall
L. H. Young
R. N. Chase
B. L. Gifford

RECEIVED
DEC 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-794

LOCATION - DESIGN APPROVAL

12-21-70

COUNTY: DESCHUTES

SECTION: N. Unit Main Canal (Lambert) Bridge

FAS NO.: 780

ROAD NAME: Lambert Road

58

PROJECT DESCRIPTION:

The proposal consists of constructing a reinforced concrete bridge 32 feet wide and approximately $\overset{3}{5}0$ feet long over the N. Unit Main Canal on Lambert Road approximately three miles east of Terrebonne. Deschutes County will construct roadway approaches.

ESTIMATED COST: $60,000

HIGHWAY COMMISSION APPROVAL: September 30, 1970

HEARING: None Required; no additional right of way.

STATE CLEARINGHOUSE REVIEW: None required.

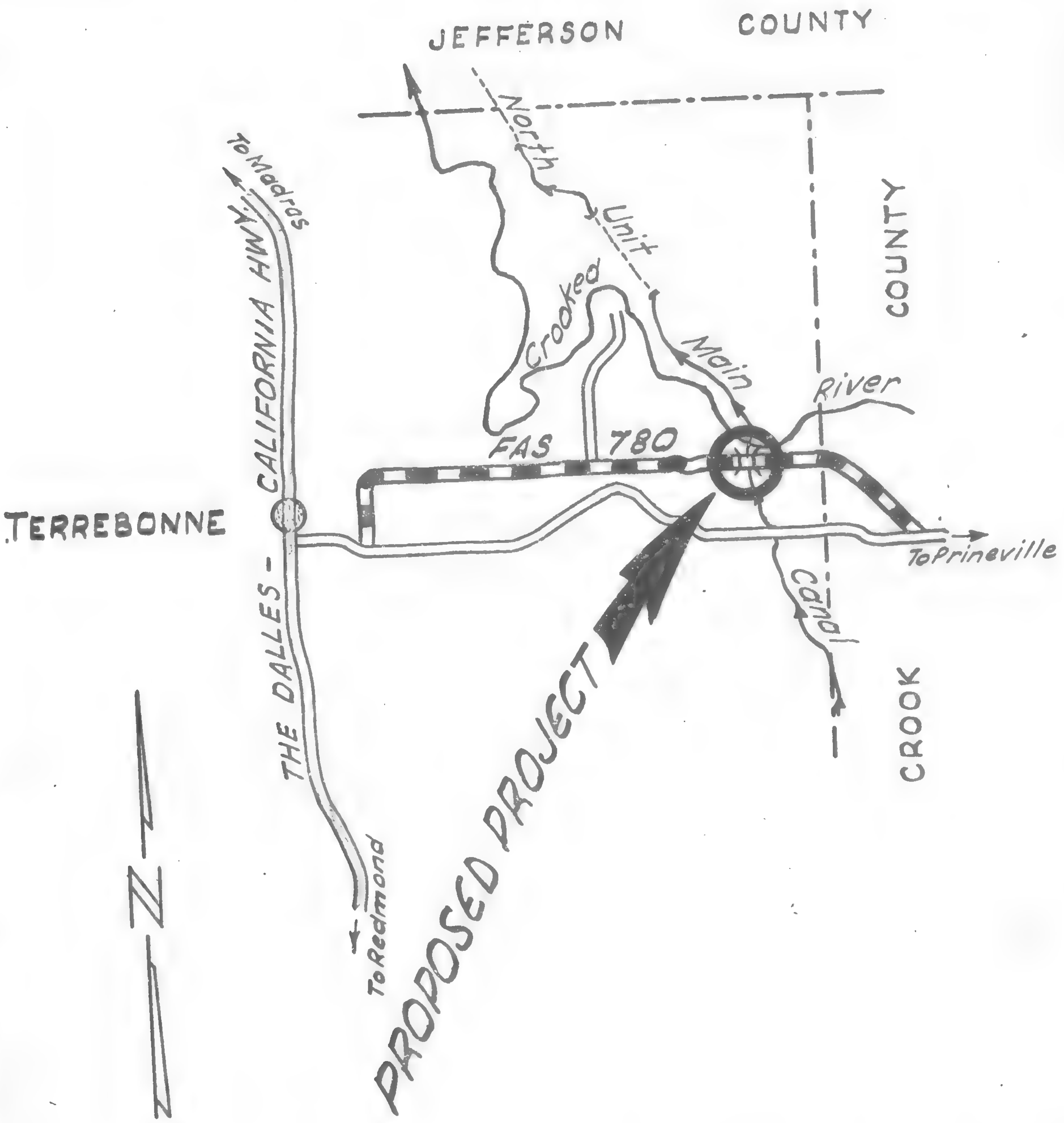
SECTION 204 REVIEW: None required.

REMARKS:

APPROVED: December 21 19 70

Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
DEC 23 1970
☐ ~~ENGR.~~ ☑ COOR. ☑ ~~CE~~ ☑ AE ☑ UE
☑ UPE ☑ GE ☒ RE ☐ RPE ☐



NORTH UNIT MAIN CANAL (LAMBERT) BRIDGE SECT.
LAMBERT ROAD
DESCHUTES COUNTY

RECEIVED
DEC 2[illegible] 1970

S-375 (2)
7534.

December 21, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one Secondary Project, Item 1048, Project S-375(2), N. Unit, Main Canal (Lambert) Bridge, which we desire to have included in the Federal-Aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal Aid Act.

This project is exempt from State Clearinghouse review under the provisions of working agreement dated April 28, 1970.

Notice of Intent was sent on October 2, 1970 to District 10 "Central Oregon Regional Council of Governments" Clearinghouse and has lain before said Clearinghouse for more than 30 days without action. It is assumed no adverse review or comment will be forthcoming.

We would appreciate it if the approval of this project could be expedited in order to obligate the funds prior to January 1, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. N. Young
Program and Planning Engineer

RNC:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID P
(PPM

12-21-70

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd. 2.5 Mi. E. of Terrebonne 21 65	**ADT**	PRESENT 50	FUTURE 100 (66) (70)	YEA 19 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME De	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL- 780

ESTIMATED PROJECT

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		Co. Rd. 2.5 mi. East of Terrebonne			
5					**ROW**		(N. Unit, Main Canal [Lambert] Bridge)			
5					**CONST** (CODE) X080			0.011	58,000	36,800

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.011	58,000	36,800
					(16) (23)	(24)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

12-21-70

ADT	PRESENT 50	FUTURE 100	YEAR 1970	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 022	ITEM NO. 1048

V AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) S-	NUMBER 375	SEQ. NO. (2)	I. Projects Only POST MI. DESIG.	

COUNTY NAME Deschutes CODE 017

ROUTE NO. S FEDERAL-AID 780 STATE Co. Rd. U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

ILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Construct one prestressed slab span bridge (length approx. 60 ft., HC 32') County to const. road approaches.
0.011	58,000	36,800	10,600	10,600 (Co.)	ROW - 60' min.; Access Control - none; Parking Restrictions-none.
0.011	58,000	36,800	10,600	10,600 (Co.)	

REMARKS

Additional Data: Item 535, Project S-375(1)

over

USCOMM DUSCOMM-DC 48905-P61

N. UNIT, MAIN CANAL (LAMBERT) BRIDGE
PROJECT S-375(2)

Existing Facilities: Two 25' frame trestle spans on concrete abutments, with a 23' roadway.

Adjacent Sections:
East End:) 20' oil mat with 4' gravel shoulders.
West End:)

Project Data: Construct a reinforced concrete bridge approx. 60' long with a clear roadway of 32'. Brackets for attaching guardrail are to be included in contract. Roadway can be closed during construction. County will construct the approaches and connections and install the guardrail. Contractor to remove and dispose of the existing bridge. County is responsible for the detour.

Right of Way: 60' minimum

Access Control: None

Railroad Crossing: None

Minimum Design Standards: No deviations from standards.

System Action: Complete

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Historical and Recreational Areas: None involved.

Relocation Assistance and Payments: None involved. All work is within existing right of way.

Social, Economic & Environmental Effects Considered: Yes

Location and Design Approved: 12/21/70

State Clearinghouse: Exempt from review and comment under working agreement of April 28, 1970.

District #10 (Central Oregon Regional Council of Governments) Clearinghouse: Notice of Intent was sent October 2, 1970 and has lain before said clearinghouse for more than 30 days without action, and it is therefore assumed there will be no adverse review or comments.

Route Data: This is a farm-to-market road, also used as school bus and mail route.

The Highway Division does not, at this time, have the legal authority to control the use by Utilities of the right of way on this project. A State/County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

December 18, 1970

SPOKESMAN

Redmond, Oregon 97756

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the community of Terrebonne, Deschutes County, Oregon, relative to the proposed construction of the N. Unit Main Canal (Lambert) Bridge.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Wednesday, December 23, 1970, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication for the date of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. F. Putnam, Regional Engineer in Bend, 382-1911, ext. 24.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:ljt
Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting (509-1451-980)
County and City Section
Public Information
J. F. Putnam, Regional Engineer

R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Deschutes County Board of Commissioners, has approved the location and design of the N. Unit Main Canal (Lambert) Bridge on Lambert Road, in Deschutes County effective December 21, 1970.

The proposal consists of constructing a reinforced concrete bridge 32 feet wide and approximately 50 feet long over the N. Unit Main Canal on Lambert Road approximately three miles east of Terrebonne.

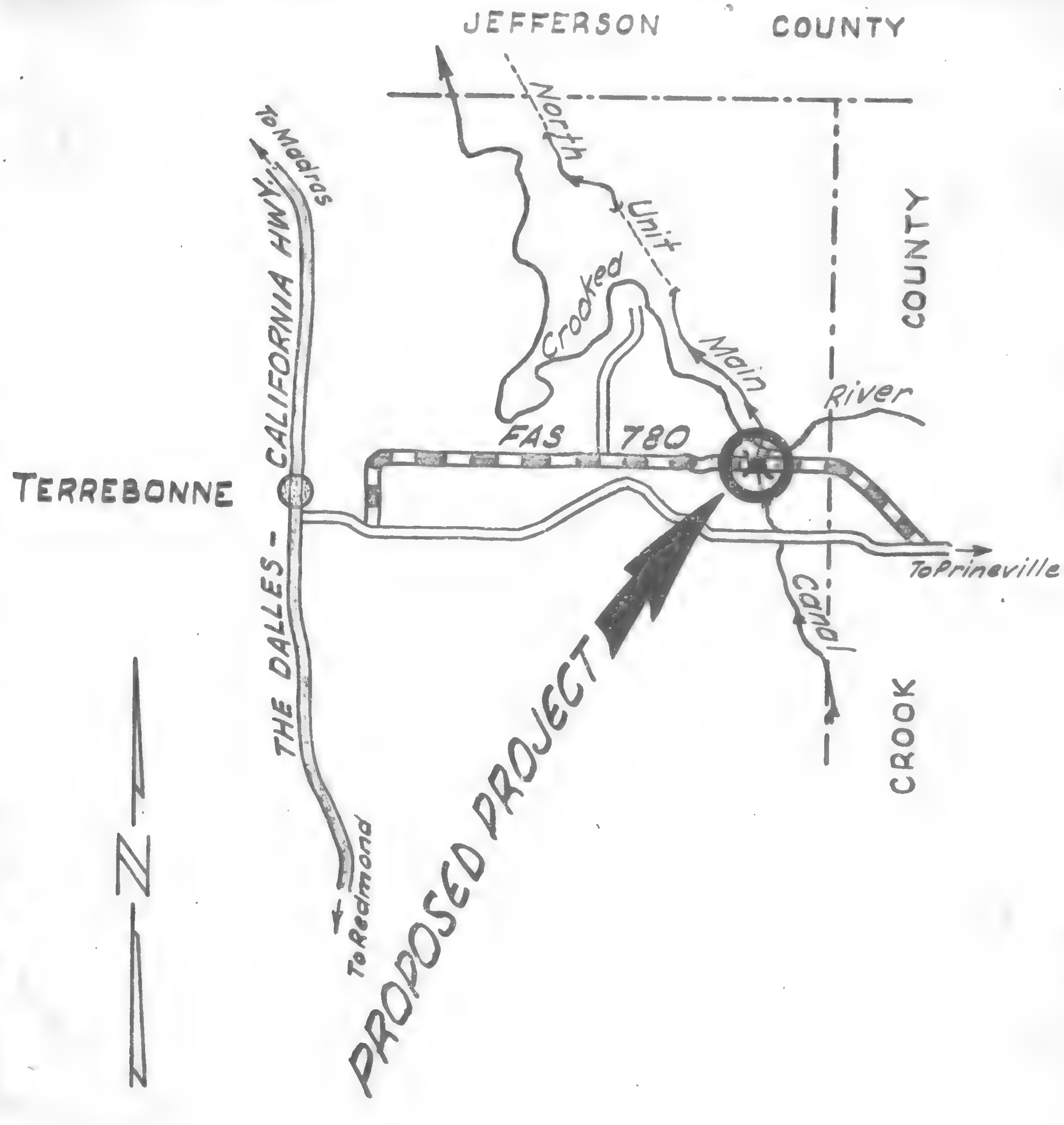
Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

RHP:ljt
12/18/70

SPOKESMAN, Redmond



NORTH UNIT MAIN CANAL (LAMBERT) BRIDGE SECT.

LAMBERT ROAD

DESCHUTES COUNTY

ADT 70 - 50 DHV 1970- 8 SAFETY:______
1990 -100 1990-15

MEMO TO R. N. CHASE Date: December 14, 1970

FAS 780, Deschutes COUNTY, N. Unit Main Canal (Lambert) Bridge SECTION

TERMINI: Approx. 2½ miles east of the town of Terrebonne.

State M.P. 0.45
Fed. Aid M.P. 1.03

PROPOSED WORK: Structure only.

PROJECT LENGTH: approx 60 feet.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	58,000	34,800	11,600	11,600	

EXISTING FACILITIES: Two 25' frame trestle spans on concrete abutments, with a 23' roadway.

ADJACENT SECTIONS:

~~NORTH~~/EAST END: 20' oil mat with 4' gravel shoulders.

~~SOUTH~~/WEST END:

PROJECT DATA: Construct a reinforced concrete bridge (approx) 60' long with a clear roadway of 32'. Brackets for attaching guardrail are to be included in contract. Roadway can be closed during construction. County will construct the approaches and connections and install the guardrail. Contractor to remove and dispose of the existing bridge. County is responsible for the detour.

RIGHT-OF-WAY: 60' minimum

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviations from standards.

SYSTEM ACTION: Complete
PUBLIC HEARING: Not necessary. No additional right of way.
UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: This is a farm-to-market road, also used as school bus and mail route.

Park and recreation area affected No parks affected
Relocation assistance No additional right of way, so no assistance necessary.

Social, economic & environmental effects considered Yes
Location and design approved 12/21/70
Clearinghouse approved Not required
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Department

RECEIVED
COUNTY & CITY SECTION
DEC 15 1970
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

SUBJECT: Federal Aid Project No. __________

Highway No. FAS 780

Project Name
N. Unit Main Canal (Lambert) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☒ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon,

this 11 day of December, 1970

DESCHUTES County

D. L. Penhollow
Chairman

G. W. McCann
Commissioner

____
Commissioner

Copy to:- John Oaks
C. G. Swenson
R. N. Chase
J. F. Putnam

(5/12/70)

(2)

December 1, 1970
(date)

RECEIVED
COUNTY & CITY SECTION
DEC 15 1970
☐ ENGR. ☑ C.DR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ BE ☐ RE ☐ RPE ☐

Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701

Attention: Mr. Charles Plummer, Roadmaster

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 780

Section N. Unit Main Canal (Lambert) Bridge: Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

December 3, 1970
(date)

By D. L. Penhollow

By G. W. McCann
Commissioner

By
Commissioner

cc: L. H. Young
Attn: Duane Ridings

SPOKESMAN December 11, 1970

Redmond, Oregon 97756

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the community of Terrebonne, Deschutes County, Oregon, relative to the proposed construction of the N. Unit Main Canal (Lambert) Bridge.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Wednesday, December 17, 1970, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication for the date of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. F. Putnam, Regional Engineer in Bend, 382-1911, Ext. 24.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:ljt
Att: Notice
cc: Federal Highway Administration
Program and Planning, 2
Accounting (509-1451-980)
County and City Section
Public Information
J. F. Putnam, Regional Engineer
R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
B. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Deschutes County Board of Commissioners, after study of the engineering and socio-economic aspects, has requested the Oregon State Highway Division's location and design approval of the N. Unit Main Canal (Lambert) Bridge in Deschutes County, Oregon.

The proposal consists of constructing a reinforced concrete bridge 32 feet wide and approximately 50 feet long over the N. Unit Main Canal on Lambert Road approximately three miles east of Terrebonne.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

RHP:ljt
12/11/70

SPOKESMAN, Redmond

☑ ENGR. ☑ COOR. ☑ GE ☑ ME ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

December 10, 1970

Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701

Attn: Mr. Charles Plummer
Roadmaster

Gentlemen:

Enclosed are two right of way certification forms. When the right of way for the N. Unit Main Canal (Lambert) Bridge, FAS 780 project has been secured, please have these signed, return one copy, and keep one copy for your records.

In order to receive bids for this project at the January 28, 1971 letting, the certificate must be returned to this office by December 21, 1970.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:ljt
Encl.

MEMO TO FILE

December 8, 1970

Re: Hearing Requirements
N. Unit Main Canal (Lambert) Bridge
Lambert Road, FAS 780
Deschutes County

Pursuant to PPM 20-8, paragraph 6-c, a public hearing will not be required for the subject bridge because the project is; (1) solely for the replacement of an existing structure; (2) requires no additional right of way; (3) has no adverse effect on the abutting property; and (4) does not change the layout or function of connecting roads or the facility being improved.

Robert H. Prange

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

cc: FHWA
F. B. Klaboe
F. L. Hall
L. H. Young
B. L. Gifford
R. N. Chase

RECEIVED
COUNTY & CITY SECTION
DEC 8 - 1970
☐ ENGR. ☑ COOR. ☑ [illegible] ☑ [illegible] ☑ [illegible]
☑ [illegible] ☑ [illegible] ☒ [illegible] ☒ [illegible] ☐

fas 780

DESCHUTES COUNTY ROAD DEPARTMENT
Charles L. Plummer, Roadmaster
1507 EAST FIRST STREET • BEND, OREGON 97701
TELEPHONE 382-6795

RECEIVED
COUNTY & CITY SECTION
DEC 8 - 1970
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

December 4, 1970

Mr. H. S. Cox
County and City Engineer
County and City Division
Oregon State Highway Building
Salem, Oregon 97310

ATTENTION: Robert Prange

RE: N. Unit Main Canal (Lambert) Bridge

Dear Mr. Prange:

This correspondence is to inform you of the status of the N. Unit Main Canal (Lambert) Bridge. The width of right-of-way at this location is 60 feet, and sufficient for the construction of the project without the acquisition of additional right-of-way.

Since the project is merely for the replacement of an existing structure within existing rights-of-way, it will not have an adverse affect upon abutting property, and will not change the layout or functions of connecting roads or of the facility being improved, a public hearing is not required.

The project is compatible to the Deschutes County's planned arterial system.

Deschutes County has considered the social, economic, and environmental effects of the project and does request location and design approval for the Oregon State Highway Division.

Sincerely,

DESCHUTES COUNTY BOARD OF COMMISSIONERS:

CHAIRMAN

G. W. McCann
COMMISSIONER

Dorothy A. Smead
COMMISSIONER

BCC:mw

☑ ADMN. ☑ COOR. ☑ UE ☒ PAE ☑ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☑

December 2, 1970

Mr. Charles L. Plummer
Deschutes County Roadmaster
1507 East First
Bend, Oregon 97701

Dear Charlie,

Enclosed is a vicinity map of the N. Unit Main Canal (Lambert) Bridge. It is our intent to obtain location-design approval for this project; however, we need the following statements from Deschutes County.

1. The width of right of way at this location is _____ feet, and sufficient for the construction of the project without the acquisition of additional right of way.

2. Since the project is merely for the replacement of an existing structure within existing rights of way, it will not have an adverse affect upon abutting property, and will not change the layout or functions of connecting roads or of the facility being improved, a public hearing is not required.

3. The project is compatible to the Deschutes County's planned arterial system. (Please refer to any Planning Studies made by or for Deschutes County.)

4. Deschutes County has considered the social, economic, and environmental effects of the project and does ~~not~~ request location and design approval for by the Oregon State Highway Division.

Very truly yours,

H. S. Cox
County and City Engineer

By
Robert H. Prange
Rural Engineer

RHP:ljt
Encl.

☐ MGR. ☑ COOR. ☑ DE ☑ AE ☑ UE
☑ DPE ☑ CE ☑ RE ☑ RPE ☐

SALEM, OREGON
November 20, 1970

N. Unit Canal Bridge
Lambert Road
FAS 780
Deschutes County

Mr. Frank Hall
Design Engineer
BUILDING

Attention: Mr. P. L. Carstensen

The survey data for the above project has been examined and has been found to be consistent with the project requested by the County and approved by the Highway Commission.

HR

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1970

SUBJECT:
Traffic Data
FAS-C Projects

To:
H. S. Cox
County-City Engineer
BUILDING

Attention: Harold Reynoldson

In accordance with your request, we are tabulating below average daily traffic (ADT) and design hour volume (DHV) for the FAS-C projects scheduled for the January, 1971 bid letting.

		1970		1990	
Description	County	ADT	DHV	ADT	DHV
Murray Blvd. (FAS 630) Farmington Rd.-Allen Ave.	Washington	8,000	960	16,800	1,850
Boones Ferry Rd. (FAS 681) Country Club Rd.-Harvey Way	Clackamas	9,000	1,080	25,000	2,750
Lambert Bridge (FAS 780)	Deschutes	50	8	100	15
NE Columbia Blvd. (FAS 940) N. Delware-N. Borthwick	Multnomah	11,700	1,400	23,400	2,500

Robert E. Royer
Robert E. Royer
Planning Engineer

RECEIVED
COUNTY & CITY SECTION
OCT 27 1970
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☑ RE ☐ RPE ☐

JH:ap

SP*82479-734

RECEIVED
NOV 5 - 1970

10-27-70

PREFIX NO. 509-1451

3325(2)
7524

LOCATION PROSPECTUS
NORTH UNIT, MAIN CANAL (LAMBERT) BRIDGE SECTION
LAMBERT ROAD
DESCHUTES COUNTY

Highway:	Lambert Road. Federal-aid Secondary No. 780.
Termini:	At North Unit Canal on Lambert Road.
Program:	1970 and 1971 County FAS Projects.
Narrative:	This will be a location survey to prepare plans, specifications and costs for construction of a new structure. Reconnaissance will not be necessary. Foundation explorations will be required. An economic analysis is not needed. The road can be closed during construction.
Characteristics:	Present ADT 20; projected ADT 40.
Typical Section:	Existing roadway 20 feet with 2-foot shoulders.
Bridge:	Existing structure to be removed. New structure to have 32-foot horizontal clearance. No sidewalks.
Agreements:	Routine FAS-C project with Deschutes County.

October 27, 1970
Attachment

cc: Federal Highway Administration (3)
R. L. Porter
A. E. Johnson
V. D. Wolfe
F. B. Crandall
Ivan Merchant (4)
F. D. Morgan
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
Jack Rowland
C. G. Swenson
F. E. Terpin
F. W. Yarbrough (2)
J. F. Putnam (3)
F. B. Klaboe
E. S. Hunter
R. N. Bothman
F. L. Hall
D. H. Moehring (3)
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
Robert Royer
W. H. Tebeau
G. C. Wills

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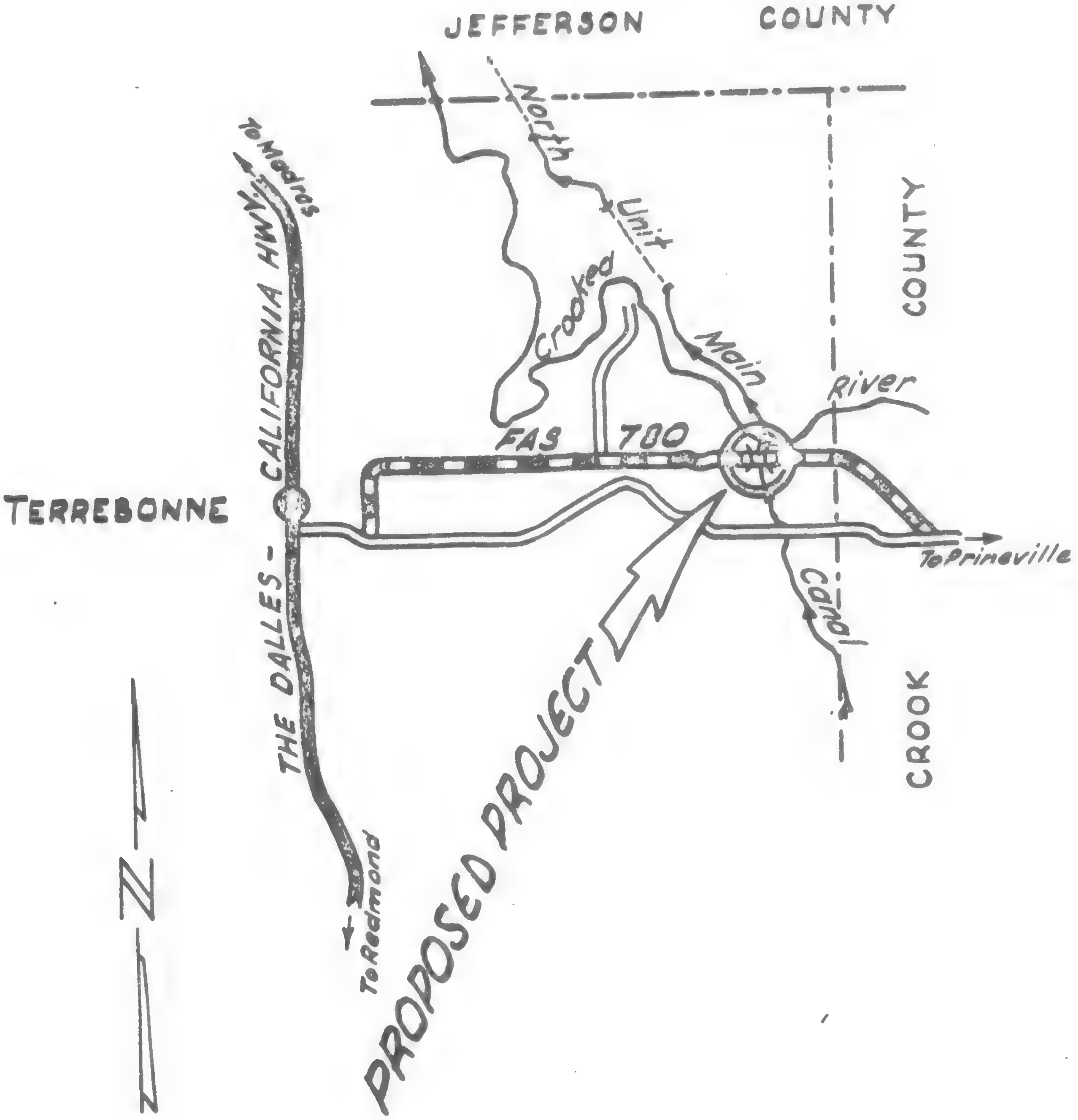
OFFICE OF
STATE HIGHWAY ENGINEER



NORTH UNIT MAIN CANAL (LAMBERT) BRIDGE SECT.
LAMBERT ROAD
DESCHUTES COUNTY

NOTEI
E. S. HUN

RECEIVED
OCT 6 - 1970
FOR FILING

1
S-335 (2
753-1

- Phone 378-4565

October 2, 1970

Central Oregon Regional Council of Governments
Deschutes County Courthouse
Bend, Oregon 97701

Gentlemen:

Attached for your review and comments as District clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project:

Federal Aid Secondary	N. Unit Main Canal (Lambert) Bridge Section FAS 780, Lambert Road Deschutes County

This project is exempt from State clearinghouse review under the State clearinghouse working agreement.

The estimated date of filing for federal-aid funds on this project is November 15, 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Attach.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
H. S. Cox
B. L. Gifford
R. N. Chase
W. E. Ikola
J. F. Putnam

BLG:aw

NOTICE OF INTENT - STATE AGENCIES.

Project: N. Unit Main Canal
(Lambert) Bridge Section
FAS 780, Lambert Road
Deschutes County

October 2 1970

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division ... Salem (Address)

Contact Person L. H. Young ... 4563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Ten (10) City --

County Deschutes Special District(s) (if applicable) --

Other affected jurisdictions/agencies --

3. **Federal Program**

Common Program Name Federal Aid Secondary

Authorizing Legislation Title 23, U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application

---

4. **Estimated Project Cost**

Federal Share $ 30,000
Loan ... Grant X

Local Applicant Share (Deschutes Co.) (if any) $ 10,000

State Agency Share $ 12,000

Other (Specify) $ --

Total $ 52,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

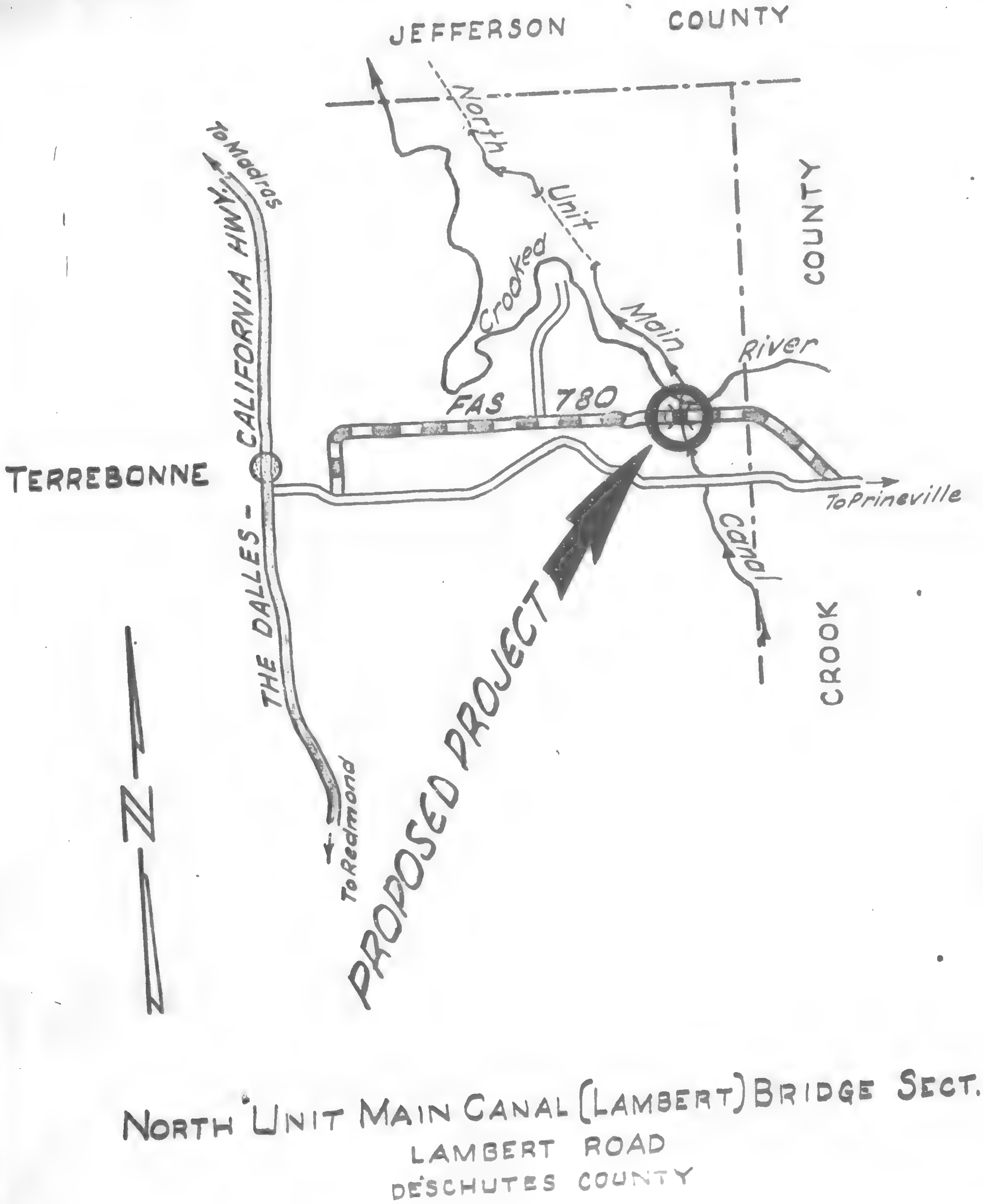
Indirect Cost Reimbursement

No X Yes ... $ ... (Approx)

Will Federal share change: No X

Yes, from ... % to ... %

When ...



NORTH UNIT MAIN CANAL (LAMBERT) BRIDGE SECT.
LAMBERT ROAD
DESCHUTES COUNTY

☐ ENGR. ☑ [illegible] ☑ [illegible] ☑ AE ☑ CE
☑ UPE ☑ GE ☑ RE ☒ RPE ☐

September 30, 1970

Deschutes County Board of Commissioners
Courthouse
Bend, Oregon 97701

Attention: Mr. Charles Plummer
Roadmaster

Re: N. Unit Main Canal (Lambert) Bridge Section
Lambert Road, FAS 780
Deschutes County

Gentlemen:

This is to inform you that the subject project was approved by the State Highway Commission at the September 30, 1970 meeting. We will proceed with the necessary functions to bring it to contract.

Very truly yours,

H. S. Cox
County and City Engineer

By:
Harold Reynoldson
Rural Program Engineer

HR:ljt

RECE[illegible]
SEP 28 1970
FOR FI[illegible]

S-1375(2)
7534

September 22, 1970

Oregon State Highway Commission

Gentlemen:

Attached are tabulations describing two proposed Federal Aid Secondary projects; one in Deschutes County and the other in Malheur County, along with a request for a project cancellation in Union County.

Deschutes County's request is for a bridge, which is about 2 1/2 miles east of Terrebonne, over the North Unit Main Canal on Lambert Road (FAS 780). The FAS funds required for this project are estimated to be $50,000, of which $10,000 will be the cost to the State.

The request by Malheur County is for a bridge over the Malheur River on the Malheur Butte Road (FAS 23-109). The FAS funds required for this project are estimated to be $100,000, of which $20,000 will be the cost to the State.

These projects have been investigated and are eligible for the use of FAS funds. The total FAS funds required for these projects are estimated to be $150,000, of which $30,000 will be the cost to the State.

Union County has requested the cancellation of the oiling project on the Cove City Limits-McNeil Ranch Section of Mill Creek Road (FAS 910). The County is requesting this cancellation because they changed their mind and did the oiling with County forces.

This item will be on the agenda for the September 29 meeting and I recommend your approval.

Very truly yours,

HR:ljt sr

R. L. Porter
State Highway Engineer

L. H. Young
V. E. Skoog
J. F. Putnam
H. S. Coulter

Att.
cc: Floyd Query, Tom Edwards, F. B. Klaboe, V. D. Wolfe, H. S. Cox

RECEIVED
COUNTY & CITY SECTION
SEP - 3 1970
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Comm App'd 9/30/70

Fas 780
Desch Co

BRIDGE PROJECT REQUESTED BY DESCHUTES COUNTY Date 9-1-70

Is this to be a County project? ___ Yes ✓ No

Is this to be an FAS-C project? ✓ Yes ___ No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name LAMBERT ROAD

FAS Number 780

2. Name of river or stream NORTH UNIT CANAL

3. Name of bridge LAMBERT

4. Location (Please attach map with location marked):

Section ______ Township ______ Range ______ W.M.

5. Desired width of bridge 32'

6. Are sidewalks desired? ___ Yes ✓ No

7. Width of sidewalks ______

8. Is sidewalk desired on upstream side of bridge? ___ Yes ✓ No

9. Is sidewalk desired on downstream side of bridge? ___ Yes ✓ No

10. Does County wish a particular type of bridge design? ✓ Yes ___ No

If "Yes," explain type desired: PRE STRESSED REINFORCED CONCRETE, BOX BEAM WITH CONC. ABUTMENTS.

11. Will County furnish any materials for bridge? ___ Yes ✓ No

Explain: ______

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ✓ Yes ___ No

13. Will County run survey and furnish vicinity map? ___ Yes ✓ No

14. Will County furnish foundation data? ___ Yes ✓ No

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? [✓ Yes] ___No

16. Can road be closed during construction? [✓ Yes] ___No

17. Will detour be required? [✓ Yes] ___No

18. Will detour be constructed and maintained by County? [✓ Yes] ___No

19. Will detour be constructed and maintained by contractor? ___Yes [✓ No]

20. Will County construct approaches or connections? [✓ Yes] ___No

21. Will contractor construct approaches or connections under contract? ___Yes [✓ No]

22. State width of traveled roadway: 20' Width of shoulders: 3'

23. Will additional right-of-way be required? ___Yes [✓ No]
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ____, resolution ___?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes ___No

26. Will old bridge remain in place? ___Yes [✓ No]

27. Will old bridge be removed by contractor? [✓ Yes] ___No

28. Will old bridge be removed by County? ___Yes [✓ No]

29. Does County wish old bridge salvaged for future use? ___Yes [✓ No]

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense?

[✓ Yes] ___No

31. Does County wish State Highway Department to advertise and accept bids?

[✓ Yes] ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes [✓ No]

33. Does County wish complete job of illumination in project? ___Yes [✓ No]

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes ✓No Size_________

(b) Sanitary sewer mains: ___Yes ✓No Size_________

(c) Storm sewer: ___Yes ✓No Size_________

(d) Gas mains: ___Yes ✓No Size_________

(e) Power lines: ___Yes ✓No

(f) Telephone lines: ___Yes ✓No

(g) Other utilities? UNKNOWN

35. What is desired date for letting? ______________

Remarks AS SOON AS POSSIBLE AFTER OCTOBER 15, 1970.

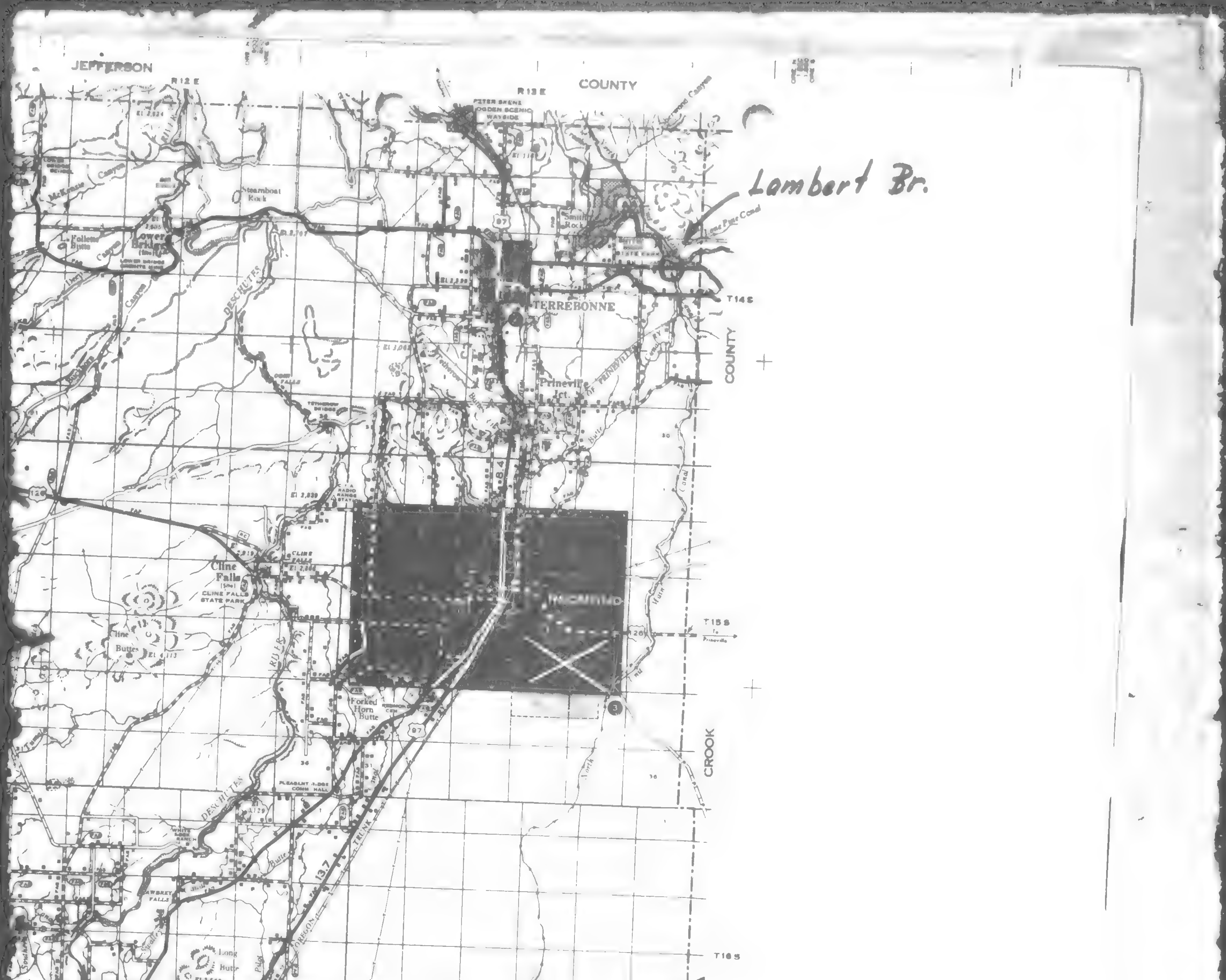
By Deschutes County

By Charles L Plummer

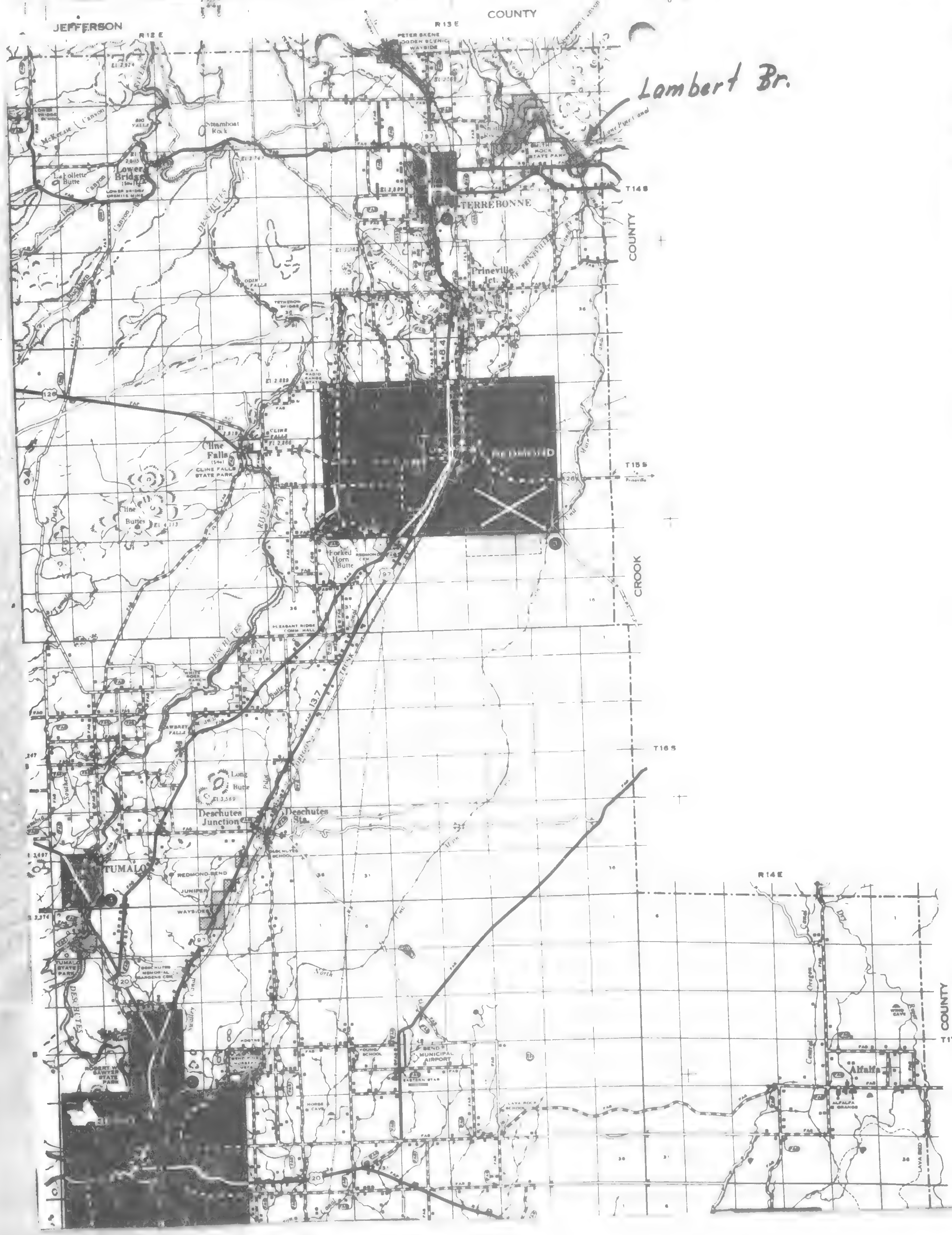
Roadmaster

Rural Engineer.

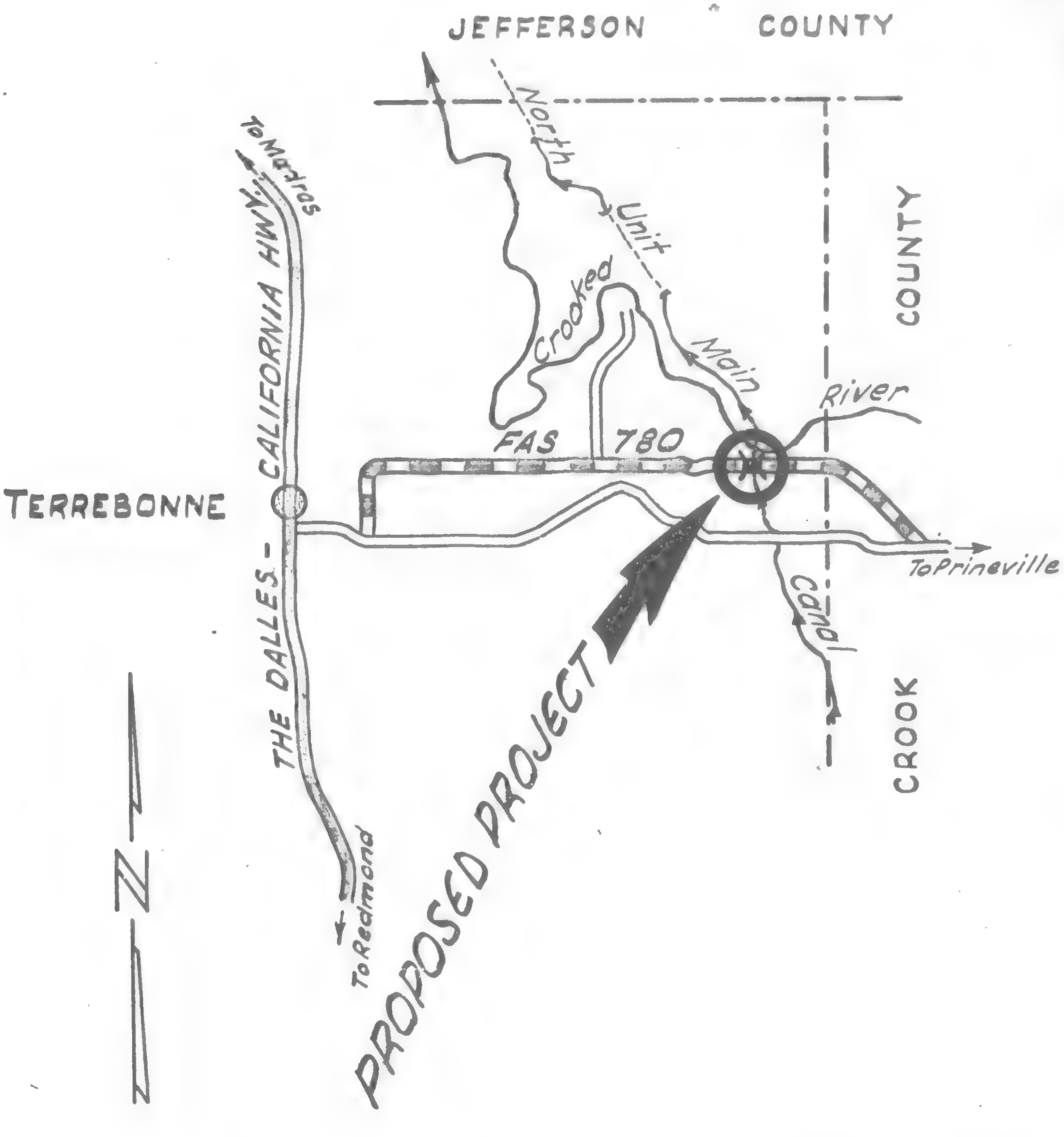
ccr-61-a


JEFFERSON
COUNTY
R12E
R13E
R14E
PETER SKENE OGDEN SCENIC WAYSIDE
Steamboat Rock
Lower Bridge
Smith Rock
TERREBONNE
Prineville Jct.
Cline Falls
CLINE FALLS STATE PARK
Cline Buttes
REDMOND
Forked Horn Butte
DESCHUTES
Long Butte
Deschutes Junction
Deschutes Sta.
TUMALO
WAYSIDE
BEND MUNICIPAL AIRPORT
EASTERN STAR GRANGE
BEND
ROBERT W. SAWYER STATE PARK
Alfalfa
ALFALFA GRANGE
WIND CAVE
LAVA BED
CROOK
COUNTY
T14S
T15S
T16S
T17S
97
20
126

Lambert Br.


JEFFERSON
COUNTY
R12E
R13E
PETER SKENE OGDEN SCENIC WAYSIDE
Steamboat Rock
LaFollette Butte
Lower Bridge
LOWER BRIDGE SCHOOL
SMITH ROCK STATE PARK
97
T14S
TERREBONNE
Prineville Jct.
COUNTY
CROOK
126
Cline Falls
CLINE FALLS STATE PARK
Cline Buttes
REDMOND
T15S
to Prineville
Forked Horn Butte
DESCHUTES
PLEASANT RIDGE COMM HALL
WHITE ROCK RANCH
T16S
Long Butte
Deschutes Junction
Deschutes Sta.
TUMALO
REDMOND-BEND JUNIPER WAYSIDE
TUMALO STATE PARK
20
DESCHUTES MEMORIAL GARDENS CEM.
ROBERT W. SAWYER STATE PARK
BEND MUNICIPAL AIRPORT
R14E
T17S
COUNTY
Alfalfa
ALFALFA GRANGE

Lambert Br.



NORTH UNIT MAIN CANAL (LAMBERT) BRIDGE SECT.

LAMBERT ROAD

DESCHUTES COUNTY

21-3392 Driftwood Beach State Wayside, 1971
N. of Waldport (Grading, paving,
#7535 and facilities)

RECEIVED
JAN 20 1972
FOR FILING

21-3392
7535

January 20, 1972

Ohio Casualty Insurance Co.
136 North 3rd Street
Hamilton, Ohio 45011

Gentlemen:

A post-final payment for $206.80 will be made to Berry Creek Construction Company on Contract No. 7535 for work in Driftwood Beach State Wayside in Lincoln County as soon as the warrant is prepared.

The total amount paid on this contract will be $42,874.27 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Berry Creek Construction Co.
Drawer Box F
Florence, Oregon 97439

Ohio Casualty Insurance Co.
Woodlark Building
Portland, Oregon 97205

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
J. B. Boyd

RECEIVED

FOR FILING

21-3372
7535

January 4, 1972

Ohio Casualty Insurance Co.
136 North 3rd Street
Hamilton, Ohio 45011

Gentlemen:

On December 24, 1971, we wrote to you concerning release of final payment on Contract No. 7535 awarded to Berry Creek Construction Company for work in Driftwood Beach State Wayside in Lincoln County.

Final payment on this contract is $2,872.01 and the total contract amount is $62,667.47. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Berry Creek Construction Co.
Drawer Box F
Florence, Oregon 97439

Ohio Casualty Insurance Co.
Neil Baldwin, Branch Manager
Wood Lark Building., (813 S.W. Alder)
Portland, Oregon 97205
bc Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Kerr
J. B. Boyd

RECEIVED
DEC 2[illegible] 1971
FOR FILING

21-3392
7535

December 24, 1971

Ohio Casualty Insurance Company
136 North Third Street
Hamilton, Ohio 45011

Gentlemen:

Contract No. 7535 awarded to Berry Creek Construction Company for work in Driftwood Beach State Wayside in Lincoln County was completed on August 24, 1971, and accepted by the Highway Commission on December 17, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 29, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Berry Creek Construction Company
Drawer Box P
Florence, Oregon 97439

Ohio Casualty Insurance Company
Neil Baldwin, Branch Manager
Woodlark Buildings, 813 S. W. Alder
Portland, Oregon 97205

bc F. D. Morgan
I. D. Merchant
V. E. Skoog
Attn: John Kerr
J. B. Boyd

RECEIVED
DEC 27 1971
FOR FILING

21-3392
7535

December 23, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed August 24, 1971 on Contract No. 7535. The contract was with Berry Creek Construction Co. and was for grading, paving and facilities on the Driftwood Beach State Wayside Section in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 17, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:js

cc: Floyd Query
Tom Edwards
A. E. Johnson
C. L. Sund
F. D. Morgan
I. D. Marchant
V. E. Skoog
H. S. Cox
J. B. Boyd

RECEIVED
NOV 8 - 1971
FOR FILING
21-3322
7535

4;-9
10-19-71

October 26, 1971

Berry Creek Construction Company
Drawer Box F
Florence, Oregon 97439

Gentlemen:

The State Highway Commission at its meeting on October 19, 1971, considered your request for an extension of time of 30 days on Contract No. 7535 for work in Driftwood Beach State Wayside in Lincoln County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 26 days without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc F. D. Morgan
V. E. Skoog
J. B. Boyd
E. H. Patterson
fkn:dr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7535 Contractor Berry Creek Construction Company

Highway --

Section Driftwood Beach State Wayside

Kind of Work Grading, Paving, and facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 26 days (to a new specified completion date of July 26, 1971) due to late P.A. #1 fencing and minor late cleanup prior to formal completion date.

Recommended for Approval:

Gerald Wimer
Reg. Const. Engineer ~~xxxxxxxxx~~

Bond
for Construction Engineer or ~~Bridge Engineer~~

A J Johnson
~~Assistant~~ State Highway Engineer

SP-6296-734

Contract No. 7535
Project designation State
State-Federal
Date awarded 1FEB71
Work started February 8, 1971
Per cent completed 100% Aug 24, 1971
Date
No. of Workdays Allowed to June 30,'71
No. of Workdays Used to Aug 24, 1971
No. of Added Workdays Requested to 6-30-71

E-220 (Rev)--5M--9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 18, 1971, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 6/30/71 ~~days~~ to 7/30/71 ~~days~~, within which to complete our Contract No. 7535, without the assessment of liquidated damages. The said contract is described as follows:

Driftwood Beach State Wayside

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Availability of power poles for parking lot which have been back ordered.

Vandalism at site on 6/13/71

Respectfully submitted,

Berry Creek Construction Co.
Contractor

By
Loyd D. Petersen, Partner

CONSENT OF SURETY

Date June 30, 1971

We, THE OHIO CASUALTY INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Bonnie Slaughter
Attorney-in-fact
Bonnie Slaughter

(SEAL)

Resident Agent

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1971

SUBJECT: Driftwood Beach Wayside
Contract No. 7535
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Berry Creek Construction Company has requested a 30-day extension of the contract time (to a new specified completion date of July 30, 1971) because of delay in securing luminaire poles and because of vandalism.

We question whether either of these reasons is valid for extension. I noticed several requests for extension handled by the Bridge Section last month wherein delays in delivery of steel poles was not accepted as valid. This reason is coming up quite often and is frequently not valid because the contractor does not get his orders placed as early as he could. On this project the work started February 8. Approved pole drawings were returned to the contractor March 26. This does not seem to be an unreasonable length of time, but it probably could have been speeded up a little.

This project covered grading, paving, a building and sanitary system and area illumination. Some pertinent dates are:

Bids opened (Low bid $59,480; 6 bidders)	January 28, 1971
Work started	February 8, 1971
Contract sent	February 10, 1971
Price Agreement 1 added right of way fencing $2,937 dated	April 28, 1971
Specified completion date	June 30, 1971 (project 80% done)
Poles delivered	August 5, 1971
Formal completion date of record	August 24, 1971
Area opened to public	August 26, 1971
55 days liquidated damages at $75 per day	= $4,125

We do not believe the vandalism reason is valid because of the specifications quite clearly making the contractor responsible for such damage until the project is completed. There are some precautions which the contractor can take to minimize vandalism.

The Region and Resident Engineers recommend a quite liberal extension of the time recognizing the pole delay and also for giving the last 15 days charged because only minor cleanup and corrective work was accomplished. They, in effect, recommend a 40-day extension leaving 15 days liquidated damages in effect.

The controversial luminaire item is a separate bid item in the amount of $3,019 or only about 5 percent of the contract amount; yet the public did not have use of this new facility for almost two months of prime summer time, so the assessment of some penalty does appear to be in order.

I recommend that 11 days extension be granted for the added fencing. This was all done on penalty time from July 8 to July 19. I would concur in the extension for the last 15 days charged which would be from August 9 when the illumination was installed until August 24, the completion date of record.

I therefore recommend a total of 26 days extension which would leave 29 days liquidated damages in effect. A 26-day extension would, in effect, establish a new completion date of July 26. This was a State project. A rough draft letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
OCT 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REV. 10-69

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1971

To: F. D. Morgan
CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Driftwood Beach Wayside

My September 20 letter recommended an extension of time from the specified June 30, 1971 completion date to July 15, 1971. Actually, July 15, 1971 was the date when all contract items were finally completed and only items that were basis for time extension remained at that time. This means that the time from July 15, 1971 until the project was finally considered completed August 24, 1971, should not be charged or held against the contractor, but the fifteen days prior to July 15 should be.

The only way to handle this on a specified completion date project, such as this was, would be to extend the time limit to within 15 days of when the project was finally considered completed. This would make the effective recommended completion date August 9, 1971 as described in H. H. Patterson's September 15, 1971 letter. This would result in a liquidated damage assessment of 15 days at a rate of $75 per day or $1125 total.

Please so adjust the recommendation of my September 20 letter.

Gerald Wimer
Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/hkm

cc H. H. Patterson

Start fence 7-8
Fence apparently complete by Monday 7-19 = 11 days.

Open bids: 1-28-71
Contract sub: 2-10-71
Started work: 2-8
P.A.1 - R/W fencing $2,937: 4-28
June 30 specified compl. = 80% done.
Opened to public: 8-26
complete: 8-24 - or 8-9?

Routing
Morgan
Decker
1 Bond
[illegible]
Cochrane
Johnson
Posse
Swan 5
Glenn
+ Litchfield
Gallagher
Sicia

RECEIVED
SEP 30 1971
CONSTRUCTION DIVISION

FORM E-30 50M 10-65

REGION 2 ENGINEER
RECEIVED
SEP 16 1971
[✓ RE] [✓ RCE] ☐ RME ☐ RTE [✓ ROE]
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Newport, OR 97365
15 Sep 1971

To: G.W. Wimer
Region Construction Engineer
Salem

SUBJECT: Request for Time Extension
Driftwood Beach State Wayside
Contract no. 7535

Attached is form E--320 in five copies as received from the contractor on the subject project. An initial request in letter form requesting an extension of unstated duration, citing vandalism and (non-) availability of power poles for the parking lot, was received on June 24. He was then sent the attached forms which were received at this office on July 16, 1971, having been returned once in the interim for proper completion. Another request was received in letter form for an additional extension to August 10; a print of this is also attached.

Completion of the project was specified by June 30. An inspection on that date discloses the following work still to be done:

1. Area illumination (poles and lights)
2. Heating--ventilating system in the building
3. Dressing stalls, lavatories and counters, mirrors adn service sink
4. Interior trim painting (about 50 %)
5. some electrical fixtures
6. Fencing
7. Minor miscellaneous clean--up.

Concerning the above:

1. Poles - Approved drawings were returned to the contractor on March 26. The manufacturer has by letter confirmed receipt of these on March 30, and goes on to state (in a letter dated June 14) that the " order was ~~received~~ scheduled for production 5/4/71, but because of heavy pre--strike steel buying the steel for these poles has been delayed." Delivery of the poles to the project was made on Aug 5 and they were installed on Aug 9. Additional time should be allowed for this work.

2. Heating--ventilating system - Components were delivered to the project on July 7 and installed promptly. Approved shop drawings were handed to the subcontractor on May 19. No Additional time should be allowed for this work. (Item completed July 7)

3. Dressing stalls and plumbing items-No additionan time should be allowed for this work. (Item completed Jul 8.)

4. Painting-No additional time should be allowed for this work. (Item completed July 15)

5. Electrical-No additional time should be allowed for this work. (Item completed July 1.)

6. Fencing-Was extra work, by price agreement. Additional time should be allowed for this work. (Item completed July 20)

7. Clean--up-Work noted on June 30 was completed by July 15, except cleaning of the masonry blocks which was further noted as being required at the time of the final inspection on August 13, and was not satisfactorily completed until August 24, as reflected in the official Notification of Completion. Liquidated damages should not be assesed for this work.

Summary Contract work was completed as nearly as could be done by July 15, pending delivery of light poles. I recommend assesment of 15 days liquidated damages, thus allowing an extension of time to August 9, or 15 days prior to the actual completion date.

Sincerely

H. H. Patterson, Resident Engineer

7

RECEIVED
OCT 18 1971
FOR FILING

21-3392
7535

October 12, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 9
October 19, 1971

Gentlemen:

Barry Creek Construction Company, contractor on the Driftwood Beach Wayside grading, paving and facilities project in Lincoln County, Contract No. 7535, has requested a 30-day extension of the contract time because of delay in securing luminaire poles and because of vandalism.

The vandalism repair reason is not valid because the contractor is responsible for such damage and necessary precautions to prevent it until the project is completed. The State made no changes in the illumination work and caused no delay to it. The choice of material supplier was within the province of the contractor. No extension is recommended for late delivery of materials.

A Price Agreement added right-of-way fencing which was done after the specified completion date and justified 11 days' extension. Only minor cleanup and corrective work was done during the last 15 days prior to the August 24 completion date of record. An extension for this last 15 days is justified.

I recommend extension for 26 days. This will still leave 29 days liquidated damages in effect at $75 per day or a total of $2,175. This was a State project.

This matter will be on the agenda for your consideration at the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

JAB:fw kw

cc Floyd Query
Tom Edwards
A. E. Johnson
Gary L. Sund
F. D. Morgan
L. H. Young
V. E. Skoog
J. B. Boyd

21-[illegible] 7535

FORM E-1 (REV 10-69)
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Driftwood Beach State Park

WEEK ENDING: 8 Oct 71

SECTION PREFIX: 21-3392

HIGHWAY: - - -

COUNTY: Lincoln

NAME OF JOB: Driftwood

KIND OF WORK: Grading, Paving & Facilities

CONTRACTOR: Berry Creek Construction Co

CONTRACT NUMBER: 7535

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 1 Feb 71

DATE WORK STARTED: 8 Feb 71

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN / SUPERVISION

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: 30 Jun 71

PERCENT OF TIME ELAPSED: 138

PROJECT AUTHORIZATION $ 70,280.55

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 64,142.51

ENGINEERING AUTHORIZATION $ 6,138.06

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 104 *

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 66,783.86 *

ENGINEERING COST TO DATE $ 9,437.

DATE PROJECT WAS COMPLETED: 24 Aug 71

ESTIMATED PERCENT OVERRUN 4 %

PERCENT OF AUTHORIZATION 154 %

S-F Est submitted 8 Oct 71.

* Does NOT reflect a credit for Liquidated Damages—$4,125.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,900	1,740			720
TOTAL QUANTITIES CORRECTED TO DATE	3,578	2,085			799
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,578	2,085			799
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Sctd Clouds			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Cloudy			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

Routing
Decker
Pease
JB
Glenn
Johnson
Stein

RECEIVED
OCT 11 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

3 Oct 71 SUNDAY	
4 MONDAY	
5 TUESDAY	
6 WEDNESDAY	
7 THURSDAY	
8 FRIDAY	
9 SATURDAY	

REMARKS

Semi-final Estimate submitted to Salem on Friday.

This is the FINAL Weekly Report.

SIGNED H. H. Patterson LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
SEP 2 - 1971
FOR FILING

Salem, Oregon
September 1, 1971

Contract 7535
Prefix 21-3392

Mr. F. D. Morgan
Construction Engineer

Mr. L. D. Merchant
Bridge Engineer
BUILDING

All work under Contract No. 7535, Driftwood Beach State Wayside Section in Lincoln County, was completed August 24, 1971.

We request that your office return a signed copy of this letter indicating acceptance of the contract work or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

Vince Gallagher
Contract Payments Engineer

Construction Section
Bridge Section

Office Endorsement Date________________

Conditions noted on above date:

Construction Engineer
Bridge Engineer

VG:fw

cc Virgil Boyd
John Jenkins
H. S. Cox

RECEIVED
FEB 24 1971
FOR FILING
21-3372
1535

February 24, 1971

Berry Creek Construction Company
Drawer Box F
Florence, Oregon 97439

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7535 for work in
Driftwood Beach State Wayside
in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc Ohio Casualty Insurance Company
136 North 3rd Street
Hamilton, Ohio

Ohio Casualty Insurance Company
Neil Baldwin, Branch Manager
Woodlark Building
813 S. W. Alder
Portland, Oregon 97205

bc F. D. Morgan
I. D. Merchant
H. H. Patterson
R. D. Ashbury
David Talbot

RECEIVED
FEB 10 1971
FOR [illegible]

21-3392
7535

February 10, 1971

Berry Creek Construction Co.
Drawer Box P
Florence, Oregon 97439

Gentlemen:

Enclosed are three copies of Contract No. 7535 for $59,480.40 awarded to you by the State Highway Commission on February 1, 1971, for work in Driftwood Beach State Wayside in Lincoln County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 30, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
H. E. Patterson
R. D. Asberry
David Talbot

RECEIVED
FEB 8 1971

FOR FILING

21-3392
7535

February 3, 1971

Berry Creek Construction
P. O. Box 395
Florence, Oregon 97439

Gentlemen:

The State Highway Commission on February 1, 1971, awarded to you State Highway Contract No. 7535 in the amount of $59,480.40 in Driftwood Beach State Wayside in Lincoln County.

Contract forms will be sent to you for execution within the next few days.

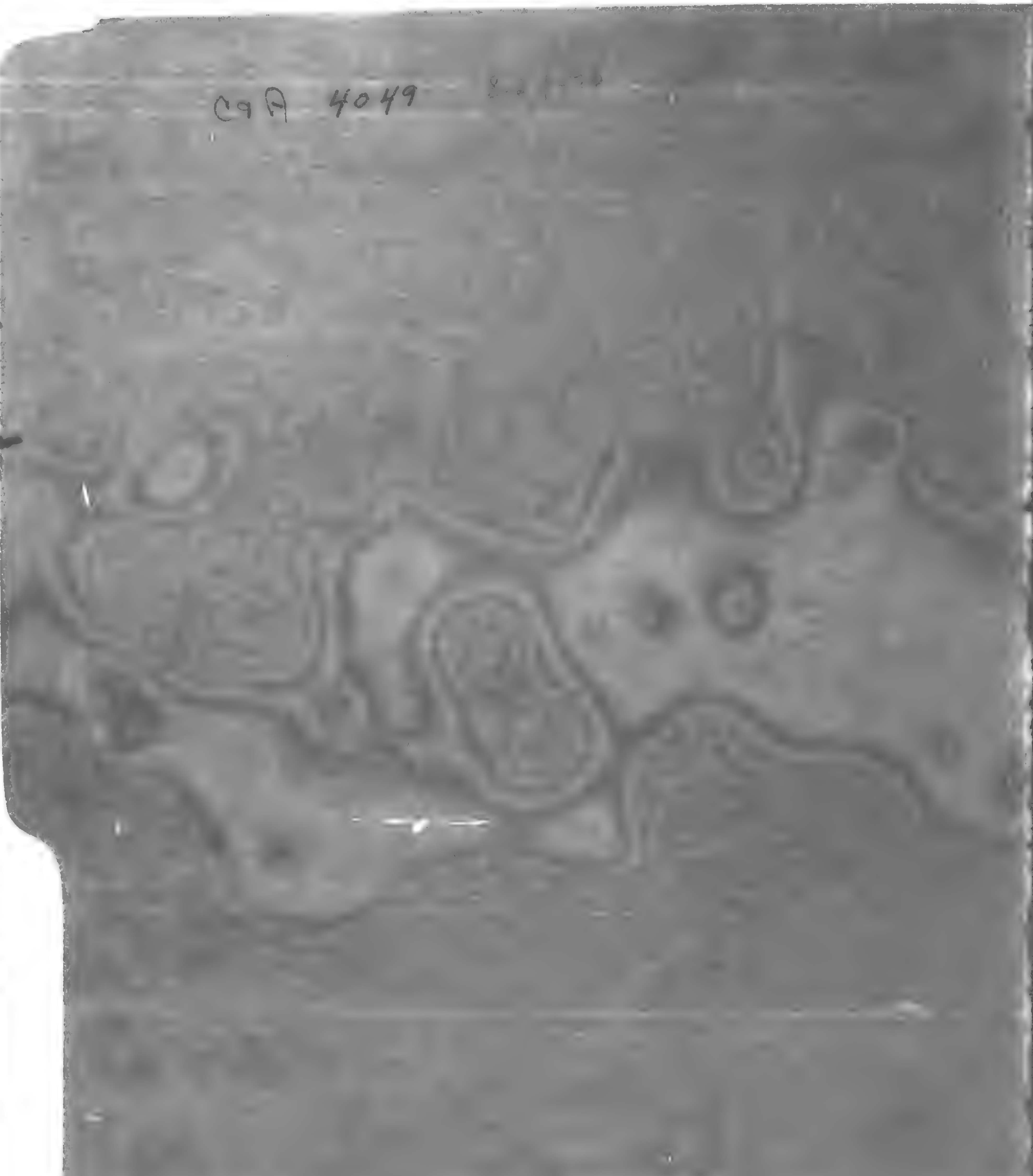
Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Merchant
H. H. Patterson
R. D. Asburry
David Talbot
William Geibel (SAIF)

103-1122 82nd Ave. at Abernethy Road 1971
Sec., in Oregon City
#7536 (Grad., pav. & traffic signals)


C9A 4049

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

4735

FILED
NOV 28 1972
CLAY MYERS
SECRETARY OF STATE

RE VED
NOV 28 30 AM '72
RS
STATE

November 27, 1972

Olsen Electric Company, Inc.
P. O. Box 830
Vancouver, Washington 98660

NOTED ON CARD
11-29-72 Ks

Attention: Calvin T. Olsen
General Manager

Gentlemen

This is to acknowledge receipt of your letter of November 15, 1972, advising us that Kalkhoven Construction owes you $3,474.56 for traffic signal equipment and labor.

This appears to be in connection with the Al Kalkhoven Contract No. 7536 for work on 82nd Avenue at Abernethy Road on the Cascade Highway in Clackamas County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:ks

cc United Pacific Insurance Company
Al Kalkhoven

bc Hon Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

OLSON ELECTRIC COMPANY, INC.
P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6585 PORTLAND (503) 285-0295

November 15, 1972

Secretary of State
Salem
Oregon

TO: OREGON STATE HIGHWAY DEPT.
Salem, Oregon

Notice is hereby given that the undersigned

OLSON ELECTRIC COMPANY, INC. has a claim for Traffic Signal Equipment and labor to install in the sum of $3,474.56 dollars against the bond taken from UNITED PACIFIC, Box 1216, Tacoma, Washington for the work of 82nd and ABERNETHY ROAD, OSHD CONTRACT #7536 for Kalkhoven Construction.

Calvin T. Olson

Calvin T. Olson, General Manager
OLSON ELECTRIC COMPANY, INC.

RECEIVED
NOV 20 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

5

7536

November 10, 1972

United Pacific
P.O. Box 1216
Tacoma, Washington 98402

Attention: Mr. William E. Cain

Claimed filed with Sec. of St — 10/24/72
cH

Gentlemen:

Cascade has completed paving for Al Kalkhoven for work on the Oregon State Highway Department Contract No. 7536 for work on 82nd Avenue at Abernethy Road which I understand is bonded by you. Pursuant to ORS 279.526 we had notified the Oregon State Highway Commission previously as to the amount owing against this project in the amount of $368.43 which remains unpaid. A summary of our billings and receipts on this project is as follows:

Total billings	$8,900.05
Less cash received on account	8,531.62
Outstanding balance	368.43

We are most anxious to finalize this project. I understand that Al Kalkhoven has forwarded to you all outstanding amounts which could be levied against your bond and that you are currently receiving any estimates due to Al Kalkhoven. At your earliest convenience, please review the detail that I am submitting to you herewith and remit funds which are due and payable to Cascade.

Yours very truly,
CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris, Vice President

STATE OF OREGON,
County of ____________

I, Jon E. Morris, being first duly sworn, depose and say: That I am the Vice President of Cascade Construction Company, Inc., claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that said instrument contains a true statement of claimant's demands and the amount due claimant after deducting all just credits and offsets; that all statements made in said instrument are true and correct.

____
Jon E. Morris, Vice President

Subscribed and sworn to before me this 10th day of November, 1972.

____
Notary Public for Oregon
My commission expires____________

NOTED
C. W. HEAD

CC: Mr. Al Kalkhoven - Beaverton
Oregon State Highway Commission - Salem

5

RECEIVED
OCT 24 1972
FOR FILING

7536

NOTED ON CARD
10-20-72 ks

October 20, 1972

Cascade Construction Company
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

We have your letter of October 19, 1972, informing us that Al Kalkhoven owes you $368.43 for furnishing asphalt paving.

From the description given in your letter, this appears to be in reference to the Al Kalkhoven Contract No. 7536 for work on 82nd Avenue at Abernethy Road on the Cascade Highway in Clackamas County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

CWM:ks

cc United Pacific Insurance Company
Al Kalkhoven

bc Hon Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Cascade Construction Company
General Contractors • Modern Pavements
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

October 19, 1972

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: C. W. Head
Secretary

Gentlemen:

Pursuant to ORS 279.526 notice is hereby given that the undersigned, Cascade Construction Company, Inc., has a claim for furnishing asphalt paving in place for your contract No. 7536 - 82nd Avenue at Abernethy Road to Al Kalkhoven in the sum of $368.43 (balance of retainage) against the bond taken from Al Kalkhoven (surety unknown) for the work as detailed in your contract No. 7536 - 82nd Avenue at Abernethy Road.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris

Jon E. Morris
Vice President

JEM/jle

cc: Mr. Al Kalkhoven

RECEIVED
OCT [illegible]
OREGON
STATE HIGHWAY COMMISSION

[illegible]

[illegible] MAY [illegible] 1972

F[illegible] FILING

7536

May 2, 1972

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On April 27, 1972, we wrote to you concerning release of final payment on Contract No. 7536 awarded to Al Kalkhoven for work on 82nd Avenue at Abernethy Road on the Cascade Highway in Clackamas County.

Final payment on this contract is $2,176.85 and the total contract amount is $33,636.61 including $754.58 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Al Kalkhoven
17640 S. W. Oak
Beaverton, Oregon 97005

C. T. Kenney
Walt Hart
V. E. Skoog
Attn: John Kerr
L. W. Bullen

RECEIVED
APR 27 1972
FOR FILING

7536

April 27, 1972

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7536 awarded to Al Kalkhoven for work on 82nd Avenue at Abernethy Road on the Cascade Highway in Clackamas County was completed on November 9, 1971, and accepted by the Highway Commission on April 24, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 2, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Al Kalkhoven
17660 S. W. Oak
Beaverton, Oregon 97005

G. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Kerr
L. W. Rulien

RECEIVED
APR 27 1972
FOR FILING

7536

DATE April 25, 1972

TO Oregon State Highway Commission

FROM
Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7536, Work Completed November 9, 1972

Project 82nd Ave. at Abernethy Road

Highway Cascade County Clackamas

Type of Work Grading, Paving and Traffic Signals

Contractor Al Kalkhoven

Recommended Acceptance Date April 24, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 16, 1972 for your formal concurrence.

VG:dg

cc Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

103-1122
7536

FORM 611 (REV 12-66)

OREGON STATE HIGHWAY DEPART NT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 82nd Ave. at Abernethy Rd.

WEEK ENDING: Dec. 31, 1971

SECTION PREFIX: 103-1122

HIGHWAY: Cascade

COUNTY: Clackamas

NAME OF JOB: 82nd Ave. at Abernethy Road

KIND OF WORK: Grading, Paving, & Signals

CONTRACTOR: Al Kalkhoven

CONTRACT NUMBER: 7536

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 18, 1971

DATE WORK STARTED: April 5, 1971

ESTIMATED COMPLETION DATE: Nov. 9, 1971

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 225

SPECIFIED COMPLETION DATE: Oct. 15, 1971

PERCENT OF TIME ELAPSED: 112.5

PROJECT AUTHORIZATION: $ 45,495.43

EXCLUSIVE OF ENGINEERING: $ 41,522.03

ENGINEERING AUTHORIZATION: $ 3,973.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 41,522.03

ENGINEERING COST TO DATE: $ 3,299.64

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92.8

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 83 %

DATE PROJECT WAS COMPLETED: Nov. 9, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		Traffic Sign.
0	100	100	0	100	0		100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.10	0	0		0.10
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.09				0.[illegible]
TOTAL ESTIMATED QUANTITIES (CONTRACT)	140				1150 Tons
TOTAL QUANTITIES CORRECTED TO DATE	140				836 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	140				336
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				[illegible] Tons
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Rose
Swan
Glenn
Litchfield
Gallagher
Stein

BEN GIFFORD

RECEIVED
JAN 3 1972
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi Final Est. Submitted Dec. 30, 1971

by

SIGNED Maurice D. Payne LOCATION Oregon City, Oregon
Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

Claim 4720

FILED
OCT 24 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
10-25-72 ks

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7536

October 20, 1972

Cascade Construction Company
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

We have your letter of October 19, 1972, informing us that Al Kalkhoven owes you $368.43 for furnishing asphalt paving.

From the description given in your letter, this appears to be in reference to the Al Kalkhoven Contract No. 7536 for work on 82nd Avenue at Abernethy Road on the Cascade Highway in Clackamas County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:ks

cc United Pacific Insurance Company
Al Kalkhoven

bc Hon Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

RECEIVED
OCT 24 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 26 1971

103-1122
7536

March 26, 1971

Mr. Al Kalkhoven
17680 S. W. Oak
Beaverton, Oregon 97005

Dear Mr. Kalkhoven:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7536 for work on
the 82nd Avenue at Abernethy
Road Section of the Cascade Highway
in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or
Enclosure

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland, Oregon 97205

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
Enrique Rodriquez
L. W. Rulien

RECEIVED
MAR 22 1971
FOR FILING

103-1122
7536

March 18, 1971

Mr. Al Kalkhoven
17660 S. W. Oak
Beaverton, Oregon 97005

Dear Mr. Kalkhoven:

The State Highway Commission on March 8, 1971, accepted your proposal for work on the 82nd Avenue at Abernethy Road Section of the Cascade Highway in Clackamas County for the sum of $38,009 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7536.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 30, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

hl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wa., & Portland, Ore.
F. D. Morgan
Enrique Rodriquez
William Geibel (SAIF)
I. D. Merchant
L. W. Rulien

RECEIVED
MAR 1971
UTILITY UNIT
FOR FILE
[illegible]
7336

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

March 17, 1971

Pacific Northwest Bell Telephone Company
421 S. W. Oak Street
Portland, Oregon 97204

Re: Telephone Pole Conflict
82nd Avenue at Abernathy Road
Cascade Highway
Clackamas County

ATTENTION: Right of Way Supervisor

Gentlemen:

Bids were received by the Oregon State Highway Commission on the above titled highway project on February 25, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

> Telephone pole 21-feet northwesterly of Station 10+98. Joint usage with Portland General Electric Company. On public right of way.
>
> Telephone pole 26-feet northwesterly of Station 11+85. On public right of way.

NOTED

The above conflicts are located on public road right of way and, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. R. H. Rumbolz, P. O. Box 02157, Portland, Oregon 97202, telephone 654-7741, extension 262. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. M. D. Payne, P. O. Box 487, Oregon City, Oregon 97405, telephone 656-0639, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Payne. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Rumbolz.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: Pacific Northwest Bell Telephone Company
410 Clackamas Street, Portland, Oregon 97232
Attention: Mr. S. A. Norby, Supervising Engineer

A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
M. D. Payne
R. H. Rumbolz

UTILITY UNIT
OREGON STATE
HIGHWAY DIVISION

10 3-1122

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

March 17, 1971

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

Re: Power Pole Conflict
82nd Avenue at Abernathy Road
Cascade Highway
Clackamas County

ATTENTION: Mr. Roger Sharp
Permit Section Supervisor

Gentlemen:

Bids were received by the Oregon State Highway Commission on the above titled highway project on February 25, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

Power pole 21-feet northwesterly of Station 10+98. Joint usage with Pacific Northwest Bell Telephone Company. On public right of way.

Power pole 20-feet southeasterly of Station 12+85. On public right of way.

The above conflicts are located on public road right of way, and, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. R. H. Rumbolz, P. O. Box 02157, Portland, Oregon 97202, telephone 654-7741, extension 262. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. M. D. Payne, P. O. Box 487, Oregon City, Oregon 97045, telephone 656-0639, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Payne. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Rumbolz.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: Portland General Electric Company
707 Main Street, Oregon City, Oregon 97045
Attention: Mr. Dave Calvert, Chief Field Engineer

A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
M. D. Payne
R. H. Rumbolz

RECEIVED
UTILITY UNIT
MAR 19 1971

103-1122
7536

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

March 17, 1971

City of Oregon City
City Hall
Oregon City, Oregon 97045

ATTENTION: Mr. John B. Donahue
City Engineer

Re: Water & Fire Alarm Facilities
Conflicts
82nd Avenue at Abernathy Road
Cascade Highway
Clackamas County

Gentlemen:

Bids were received by the Oregon State Highway Commission on the above titled highway project on February 25, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

> Water valve boxes, both sides of centerline, to be adjusted vertically. Station 10+50 to 11+20, approximately. On State Highway right of way by permit no. 12342.
>
> Fire alarm system on poles along westerly side of Cascade Highway, including call-box on pole 21-feet northwesterly of Station 10+98. Joint usage of poles with P.G.E. and P.N.W.B. On State Highway right of way, but not covered by permit.

The above conflicts are located on public road right of way and, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. R. H. Rumbolz, P. O. Box 02157, Portland, Oregon 97202, telephone 654-7741, extension 262. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. M. D. Payne, P. O. Box 487, Oregon City, Oregon 97045, telephone 656-0639, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Payne. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Rumbolz.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
M. D. Payne
R. H. Rumbolz

RECEIVED
MAR 19
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

103-1122
7536

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

March 17, 1971

Northwest Natural Gas Company
3123 Broadway N.E.
Salem, Oregon 97303

ATTENTION: Mr. Robert M. Leidig
District Engineer

Re: Gas Facilities Conflict
82nd Avenue at Abernathy Road
Cascade Highway
Clackamas County

Gentlemen:

Bids were received by the Oregon State Highway Commission on the above titled highway project on February 25, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted. Meter and valve boxes will have to be adjusted vertically in the area of the State's construction.

The above conflicts are located on public road right of way and, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. R. H. Rumbolz, P. O. Box 02157, Portland, Oregon 97202, telephone 654-7741, extension 262. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. M. D. Payne, P. O. Box 487, Oregon City, Oregon 97045, telephone 656-0639, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR

UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Payne. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Rumbolz.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: Northwest Natural Gas Company
123 N. W. Flanders, Portland, Oregon
Attention: Mr. D. W. Mills, Field Engineer

A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
L. W. Rulien
M. D. Payne
R. H. Rumbolz

RECEIVED
MAR 9 - 1971
FOR FILING

103-1122
7536

March 9, 1971

Mr. Al Kalkhoven
17660 S. W. Oak
Beaverton, Oregon 97005

Dear Mr. Kalkhoven:

The State Highway Commission on March 8, 1971, accepted your bid in the amount of $38,009 for work on 82nd Avenue at Abernethy Road in Oregon City, which was the low bid received for that job on February 25.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as Clackamas County approves and deposits $22,750. When this has been done, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Frank Morgan
I. D. Merchant
L. W. Malien
Enrique Rodriques

RECEIVED
FEB 8 - 1971
FOR FILE

15-4422

17536

February 3, 1971

Gordon H. Ball, Inc.
300 Camille Avenue
Danville, California 94526

Gentlemen:

The State Highway Commission on January 28, 1971, received two bids for grading, paving and traffic signals on 82nd Avenue at Abernethy Road Section in Clackamas County.

The Commission February 1, 1971, rejected all bids.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
Enrique Rodriquez
William Geibel (SAIF)

RECEIVED
OCT 2 - 1970
FOR FILING

103-1122
7536

4X

8-18-70

MISC. CONTRACTS and
AGREEMENTS No. 4047

August 24, 1970

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

Attention: George D. Poppen
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Clackamas County, City of Oregon City, and the Oregon State Highway Commission pertaining to the construction of traffic signals at the Cascade Highway and Abernethy Road intersection.

A fully executed copy of this agreement is being sent to the City of Oregon City and one is being retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fcm
Att.

cc H. S. Cox
(conf. agreement attached)

August 24, 1970

City of Oregon City
City Hall
Oregon City, Oregon 97045

Attention: John A. Beal
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Clackamas County, City of Oregon City, and the Oregon State Highway Commission pertaining to the construction of traffic signals at the Cascade Highway and Abernethy Road intersection.

A fully executed copy of this agreement is being sent to Clackamas County and one is being retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1970

SUBJECT: Construction-Finance Agreement
(Traffic Signals)
Cascade Highway (82nd Ave.) at Abernethy Rd.
Clackamas County and Oregon City

To: Floyd Query
Highway Commission Secretary

OFFICE

REFERRED TO
Admin
BY SECRETARY

To place on agenda
if approved

Herewith are four copies of agreement pertaining to subject matter and a suggested draft for presentation to the Highway Commission on August 18, 1970.

The agreement is a three-party cooperative venture on the basis of State paying 50%, County 30%, and City 20%. The estimated cost of the project is $40,000 and upon completion the County and City will jointly share maintenance and power consumption.

H. S. Cox
County and City Engineer

By

D. N. Harwell HSC
D. N. Harwell, Coordinator

DNH:lat

Encl.

RECEIVED
AUG 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FLOYD QUERY

SP*82475-794

RECEIVED
AUG 14 1970

ICB-1122
2536

August 13, 1970

Oregon State Highway Commission

Gentlemen:

At the August 18 Commission meeting, there will be presented for your approval a construction-finance agreement between the State, Clackamas County, and Oregon City, pertaining to the construction of traffic signals at the Cascade Highway (82nd Avenue) and Abernethy Road intersection.

The estimated cost is $40,000 and will be financed on the basis of 50 percent State, 30 percent County, and 20 percent City.

Upon completion of the project, the City will assume the maintenance of the signals and will pay for all electrical energy consumed. The County will also pay half of all major repair expenses exceeding $500.

This is a long-time problem intersection and it appears this installation will alleviate the major concern.

I recommend your approval to add this to the existing State Construction Program and authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe L. E. Young
A. E. Johnson L. W. Rulien
Victor D. Wolfe E. S. Cox
F. B. Crandall
V. E. Skoog
DNH:lat sr

cc: Tom Edwards
F. B. Klaboe
F. B. Crandall
L. W. Rulien

RECEIVED
JUN 24 1970
FOR FILING
1859

103 1123
7336

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 24, 1970

City of Oregon City
City Hall
Oregon City, Oregon 97045

Attention Mr. Al Simonson
City Manager

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045

Attention Mr. John McIntyre
Director of Public Works

copy

RE: Traffic Signals, Cascade Highway (82nd Avenue)
at Abernethy Road

Gentlemen:

Herewith are agreements for your consideration, based on previous discussions and correspondence regarding subject matter.

As you will recall, this is to be a three-party cooperatively financed project on a participating basis of State-50%, County-30%, and City-20%. The current estimated total cost is approximately $40,000.

Upon completion of the project, maintenance and power consumption will be an obligation of the County and City.

We trust the agreement will be found satisfactory and request your earliest consideration and execution of the agreement by the respective officials.

Please return four fully signed copies to this office and, upon State's approval, a copy will be returned for your files.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

D H Harwell

for H. S. Cox
County and City Engineer

RECEIVED
JUN 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DHH:mm
Encl.

RECEIVED
JUN 16 1970

FOR FILING

103-11122
15-16

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
June 12, 1970

To: Mr. F. B. Klaboe ✓
Assistant State Highway Engineer

BUILDING

SUBJECT: Assign. #3435-FBK
Coop. Construction-Finance Agree.
Cascade Hwy. #160 (82nd Avenue) at
Abernethy Road
Traffic Signalization
Oregon City and Clackamas County

3417
3435

Herewith is a suggested agreement draft pertaining to subject project.

The basic agreement covers installation of a traffic signal, channelization and widening at Cascade Highway and Abernethy Road with actual total cost to be shared on a proportionate basis of State (50%), County (30%), and City (20%) with current estimated cost to be approximately $40,000.

Maintenance and power consumption will be a County and City obligation share on a 50% basis.

The matter has the concurrence of Division A, Traffic Department, and if you approve, return to this office for forwarding to Oregon City and Clackamas County for execution.

Your files are returned herewith.

H. S. Cox
County and City Engineer

D. N. Harwell
By: D. N. Harwell
Asst. County and City Engineer

DNH:ljt
Attachments

6-15-70
Ref'd to Barker to check & forward to Cox.

RECEIVED
JUN 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

SP*52678-734

FREE
MUNICIPAL
ELEVATOR

Area Code 503
Phone 656-5266

CITY OF OREGON CITY

OREGON CITY, OREGON 97045

OFFICE OF
CITY MANAGER

June 4, 1970

RECEIVED
JUN 8 - 1970
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Department
Highway Building
Salem, Oregon

Attention: Mr. F. B. Klaboe
Ass't. State Highway Engineer

Gentlemen:

Reference is made to your May 6, 1970 letter regarding the intersection improvements to the Cascade Highway (82nd Avenue) and Abernethy Road in Oregon City.

Following receipt of a copy of the Board of Commissioners', Clackamas County, May 27, 1970 letter to you regarding Clackamas County's intent to participate on a 30% basis of total estimated project of $40,000, the Oregon City Commission again did discuss this matter at their meeting last evening. Following discussion, the action of the Commission was as follows:

"It was moved by Danielson, seconded by Klemsen, that Oregon City join with Clackamas County and the State Highway Department in the improvement of the intersection of Cascade Highway and Abernethy Road in Oregon City, with the City to share in an estimated 20% of the total project cost or $8,000, with the further stipulation being that this project be reviewed after installation as to its ability to effectively handle the traffic load placed upon it and that additional modifications be discussed at that time if they appear to be necessary."

This letter then would be your authorization to proceed with the preparation of the necessary agreement for approval and execution by the Oregon City Commission.

Very truly yours,

Alfred Simonson

ALFRED SIMONSON
General Manager

AS:rl

cc: Mr. John B. Donahue
City Engineer

RECEIVED
JUN 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 5 - 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. S. COX

NOTED
HARWELL

OREGON STATE HIGHWAY DEPARTMENT

TO: F. B. Klaboe

SUBJECT: Abernethy Rd / 82nd
Coop. Finance Signalization

FROM: Co-City (Harwell)

DATE: 6-2-70

Pursuant to assignment #3417 (correspondence attached) the Oregon City Commission proposes to take action on this matter at their meeting of Wednesday, June 3.

Al Simonson, City Mgr., will forward letter of contemplated action on the matter & indicated it probably would be favorable, however only a stop gap measure.

RECEIVED
JUN 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

D W Harwell
(SIGNATURE)

PLEASE REPLY HERE

CC: (SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 2 TO SENDER.
3. SHEET NO. 3 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045
656-2641

FRED STEFANI, CHAIRMAN
THOMAS D. TELFORD, COMMISSIONER
ROBERT SCHUMACHER, COMMISSIONER

May 27, 1970

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

ATTENTION: F. B. Klaboe
Assistant State Highway Engineer

Gentlemen:

We are in receipt of your letter of May 6, 1970 regarding the improvement of the intersection of Cascade Highway and Abernethy Road. Our Department of Public Works has investigated the traffic congestion at this intersection and has consulted with your traffic engineer on this matter.

We have, in the interest of public safety, concluded that some type of improvement must be undertaken at this intersection. We agree with your conclusion that traffic should operate satisfactorily by the installation of minor channelization, curbs, drainage and a fully actuated three-phase traffic signal. Therefore, please consider this letter our commitment to participate on the basis of thirty (30) percent in a $40,000.00 project.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Fred Stefani
Chairman

Thomas D Telford
Commissioner

Commissioner

FW
cc: City of Oregon City

RECEIVED
JUN 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
DON HARWEL

RECEIVED
MAY 6 - 1970
FOR FILING

13-1122
7536

May 6, 1970

Board of Commissioners
Clackamas County
County Courthouse
Oregon City, Oregon 97045

City of Oregon City
City Hall
Oregon City, Oregon 97045

Gentlemen:

We have reviewed the matter of intersection improvement at the Cascade Highway (82nd Avenue) and Abernethy Road within the city of Oregon City and Clackamas County and wish to advise you of the study and recommendations of our Traffic Department.

Based on the projected traffic use of this facility upon completion and opening of I-205 to traffic, it is our belief that the congestion at this intersection can be alleviated. Traffic should operate satisfactorily by installation of minor channelization, curbs, drainage, and a fully actuated three-phase traffic signal, at an estimated cost of approximately $40,000 (including right-of-way).

The structure over Abernethy Creek was reconstructed in 1963 with treated timber and, based on the foregoing, is believed to be adequate. Widening the section of highway in this immediate vicinity appears beyond present financial capability.

We are sorry we cannot offer more encouragement. However, should you wish to proceed on the channelization project estimated to cost approximately $40,000, please let us know and we will work up the necessary agreement on the basis proposed by the City and County in 1969, whereby the State would pay 50 percent ($20,000 estimated), the City 20 percent ($8,000 estimated), and the County 30 percent ($12,000 estimated).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
F. B. Crandall
H. S. Cox
L. W. Rulien

DNH:ljt srb

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
May 1, 1970

SUBJECT: Intersection Improvements
Cascade Highway at Abernethy Road
Oregon City and Clackamas County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Herewith is a suggested letter for submittal to the City of Oregon City and Clackamas County regarding the subject matter.

Division A, Traffic, Design and others have reviewed this and the consensus is we best reconstruct on an interim basis at a cost estimated at approximately $40,000 to provide minor channelization, signals, right-of-way, etc., rather than four-lane at present.

The City and County at one time indicated they would split the cost with State on the basis of 50 per cent State ($20,000), 30 per cent County ($12,000), and 20 per cent City ($8,000).

This letter defines all this and requests if they desire to proceed on this basis, reply and we will work up the necessary agreements.

This may be a matter for Mr. Edwards?

H. S. Cox
County and City Engineer

D N Harwell

By: D. N. Harwell
Asst. County and City Engineer

DNH:ljt
Attachment

RECEIVED
MAY 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*62479-734

FORM E-30 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1970

SUBJECT:

To: Mr. F. B. Klaboe

The Abernethy Creek Bridge was completely rebuilt in 1963 with treated timber. Bud George's assessment of the traffic situation is attached.

I would recommend that the intersection be operated as Bud points out until such time as four-laning of the Cascade Highway is necessary.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

Return to FBK

NOTED
DON HARWELL

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 21, 1970

SUBJECT: Intersection Improvements
Cascade Highway @ Abernethy Road
Oregon City

To: Tom Edwards
Assistant State Highway Engineer
BUILDING

The layout shown by the Design Section is marginal, however, without widening the bridge it is the best that can be done. Since the signalized intersection will operate satisfactorily when I-205 is opened, I do not recommend widening the bridge at the present time. It can be widened when it is necessary to four-lane the Cascade Highway.

The signal estimate is correct. I do not favor bending the lane lines on the east approach as they have shown.

L. E. George

L. E. George
7 Assistant Traffic Engineer

LEG:mk

Attachments

RECEIVED
APR 2[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE December 24 1969

DAY OF WEEK Tuesday thru Thursday

ACTUAL COUNT (VEH.) 16 HRS.

HOURS COUNTED 6 AM to 10 PM

PEDESTRIAN COUNT 16 HRS.

HOURS COUNTED 6 AM to 10 PM

WEATHER Rain

CITY OF Oregon City

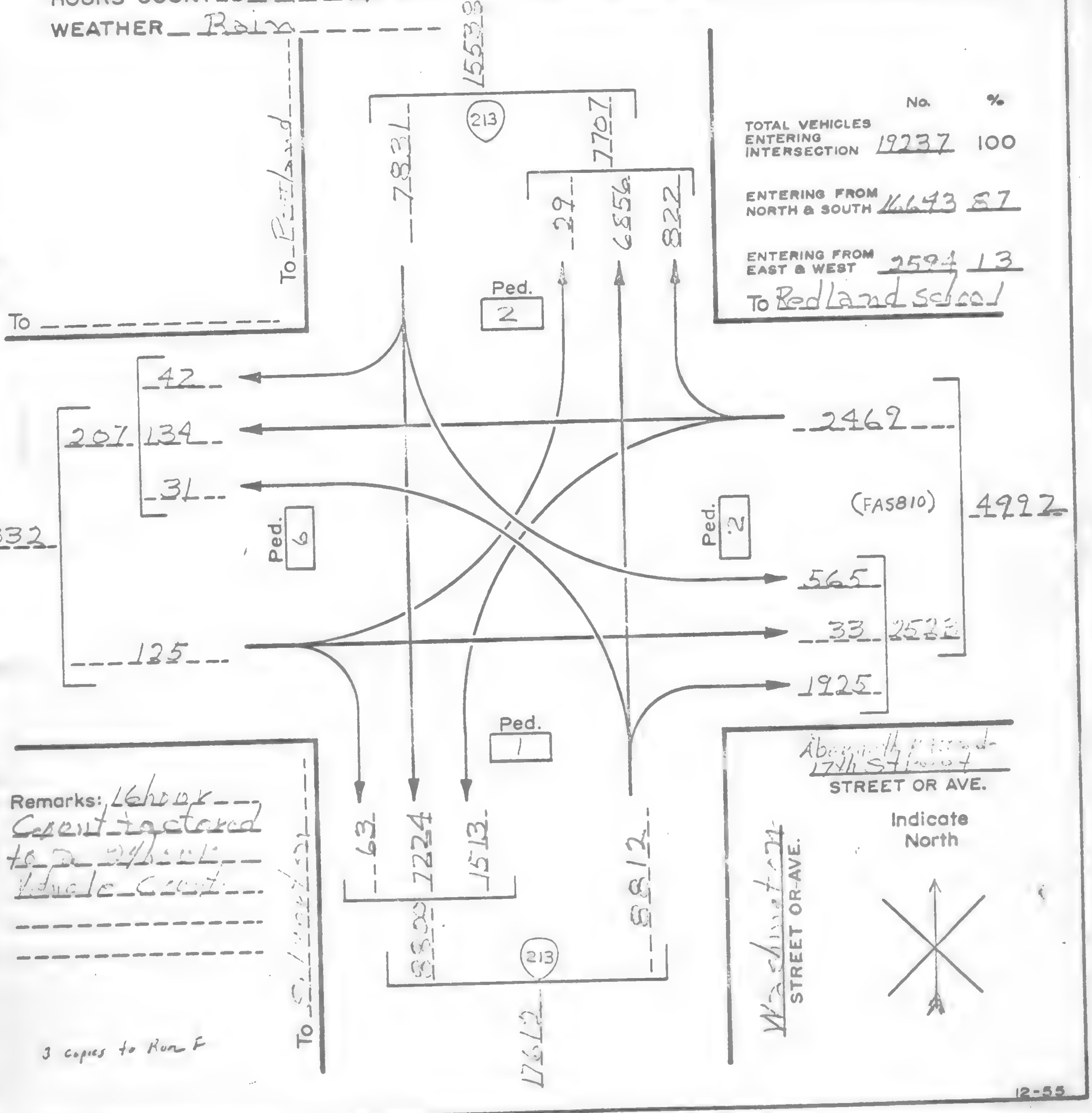
INTERSECTION OF Cascade Hwy 160

AND/2nd st. Abernethy Road

STATION NO. M.P. 14.37

CODE NO.

CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	19237	100
ENTERING FROM NORTH & SOUTH	16643	87
ENTERING FROM EAST & WEST	2594	13

To Redland school

Abernethy Road - 17th Street
STREET OR AVE.

Washington
STREET OR AVE.

Indicate North

Remarks: 16 hour Count factored to a 24 hour Vehicle Count

3 copies to Ron F

12-55

Form E-48

SUM

Date December 9, 11 1969

Day of week Tuesday - Thursday

Hours counted 6 AM to 10 PM

Weather Rain

Classification All Vehicles

Inte

Stat

Co

In

Out

6:21

6:40

SUMMARY BY MOVEMENTS

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
A. M.	6:00- 7:00	15	39	0	0	220	273	11	0	57	43	0	0	651	548	[illegible]	129	20
	7:00- 8:00	47	23	2	0	[illegible]	[illegible]	15	1	131	110	0	1	1481	1251	84	230	16
	8:00- 9:00	32	44	2	0	[illegible]	[illegible]	6	3	114	77	4	5	1052	881	84	171	16
	9:00-10:00	[illegible]	[illegible]	1	2	[illegible]	[illegible]	3	3	100	114	4	1	1056	916	87	140	13
	10:00-11:00	[illegible]	11	0	1	[illegible]	[illegible]	8	1	91	74	5	0	1025	866	84	159	16
	11:00-12:00	[illegible]	6	3	4	[illegible]	[illegible]	7	5	94	88	6	0	943	789	84	154	16
P. M.	12:00- 1:00	[illegible]	[illegible]	2	1	[illegible]	[illegible]	7	3	71	81	1	0	990	886	89	104	11
	1:00- 2:00	[illegible]	[illegible]	2	3	[illegible]	[illegible]	4	2	102	100	6	1	1143	983	86	160	14
	2:00- 3:00	23	47	5	7	472	[illegible]	7	3	53	119	4	3	1378	1227	89	151	11
	3:00- 4:00	53	25	4	4	[illegible]	[illegible]	11	1	76	165	6	3	1603	1450	90	153	10
	4:00- 5:00	43	71	7	0	[illegible]	[illegible]	14	3	100	177	5	3	1832	1639	89	193	11
	5:00- 6:00	[illegible]	65	3	3	[illegible]	[illegible]	6	3	62	216	11	5	1606	1453	90	153	10
	6:00- 7:00	[illegible]	21	3	1	[illegible]	[illegible]	7	[illegible]	156	[illegible]	0	2	908	691	76	217	24
	7:00- 8:00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	11	[illegible]	[illegible]	[illegible]	2	2	710	606	[illegible]	104	15
	8:00- 9:00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1	[illegible]	[illegible]	[illegible]	3	0	553	499	90	54	10
	9:00-10:00	11	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2	[illegible]	[illegible]	[illegible]	0	2	521	446	[illegible]	75	14
	10:00-11:00																	
	11:00-12:00																	
A. M.	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
	24-Hour total	[illegible]	30	12	27	1224	1556	134	33	1513	1125	63	31	19237	[illegible]	87	2574	[illegible]
	16-Hour total	514	741	98	26	1566	933	122	25	1375	1750	57	28	17485	15131	87	2357	[illegible]
	___-Hour total																	
	Control																	
	Factor																	

Washington St. is North and South

Abernether Road and 17th St. is East and West

Ta

Co

Co

C

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Oregon City
Intersection Cascade Hwy No & 17th st. Abernethy Ro
Station number M.P. 14.37
Code number

Classification All Vehicles

								Entering Volumes							
								SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
43	0	0	651	548	80	139	20	235	139	0	313				1
10	0	1	1481	1251	84	230	16	637	229	1	614				
77	4	5	1052	881	84	171	16	511	164	7	370				
14	4	1	1056	916	87	140	13	467	131	9	449				2
74	5	0	1025	866	84	[illegible]	16	406	152	7	460		1		
[illegible]	6	0	943	789	84	154	16	361	139	15	428		1		
1	1	0	990	886	89	104	11	415	102	2	471				
0	6	1	1143	983	86	160	14	470	148	12	513				
19	4	3	1378	1227	89	151	11	510	137	14	717				
55	6	3	1603	1450	90	153	10	646	142	11	804	1		1 1	
97	5	3	1832	1639	87	173	11	792	185	8	847				
16	11	5	1606	1453	90	153	10	621	136	17	832		1		
1	0	2	908	691	76	217	24	362	214	3	329				
[illegible]	2	2	710	606	[illegible]	104	15	291	100	4	315		2		
1	3	0	553	499	90	54	10	210	51	3	259	1	1		
81	0	2	521	446	[illegible]	75	14	186	75	0	260				
25	63	31	19237	[illegible]	87	2554	13	7821	2467	125	8812				
50	57	28	17488	15131	87	2357	13	7120	2244	113	8011	2	4 2	1 1	1

Tabulated by

Computed by

Checked by

Checked by

RECEIVED
MAY 6 - 1970

FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: Intersection Improvement Cascade Hwy /Abernethy Rd. (Oreg. City)

DATE: May 4, 1970

F. B. Klaboe, Admin.

FROM: D. N. Harwell, Co-City

103-1122

7536

Pursuant to subject matter & your request of possible TOPICS project - it is the feeling that Oregon City may not desire to utilize these funds for this project as they were not overly-enthused about participating until we could furnish more facts & data.

City does not have a Type II system as of yet & another factor (RW) could delay subject project up to a year $\frac{\text{plus}}{\text{minus}}$ in event TOPICS were used (City has approx $50,000 - FY 70-71)

I feel we could or should approach this TOPICS or FAS-C after we get the City's & County's initial reaction.

(SIGNATURE)

PLEASE REPLY HERE

Harwell

OK - Go on State - City - County Coop.

RECEIVED
MAY 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

CC:

FBK.
(SIGNATURE)

5-5-70
(DATE)

RECEIVED
APR 16 1970
FOR FILING

103-1122
7536

Salem, Oregon
April 14, 1970

Mr. L. E. George
Assistant Traffic Engineer

BUILDING

I attach data concerning an intersection improvement on the Cascade Highway at Abernethy Road in Oregon City.

This bridge was rebuilt in 1963 of treated timber and is in good shape.

Would you please check over the traffic pattern proposed by Frank Hall and advise me if, in your opinion, improvements can be made thereto.

Tom Edwards
Assistant State Highway Engineer

TE:sy

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe

Att.

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1970

SUBJECT: Intersection Improvement
Cascade Highway at Abernethy
Road (Oregon City)
Clackamas County

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

Back in November of 1969, Clackamas County requested Larry Rulien to make a study of possible revisions to the subject interchange to handle traffic. Mr. Rulien has done a 'quickie' on this and transmitted it to this office.

Enclosed is a detail map with a striping overlay, an aerial photo of the intersection, and correspondence and estimate. The original County letter of November 12, 1969 sets forth the expected distribution of costs for construction at 50% State, 20% Oregon City, and 30% Clackamas County. Mr. Rulien's letter of transmittal dated February 18, 1970 and the Traffic Engineer's letter of March 23, 1970 are also enclosed. Traffic states that the Division proposal will work at level of service C (stable flow) for approximately five years from this date. The cost is as follows:

Construction	. . .	$ 13,200
Traffic Signal	. . .	15,000
Right of Way	. . .	2,200
Total	. . .	$ 30,400

If a more elaborate revision is required, it would necessitate widening the Abernethy Road structure and call for a full field survey. Both Clackamas County and the City of Oregon City have seen the proposal and have indicated interest.

This is brought to your attention for whatever action you may wish to take. Please return the detail map and aerial photo to this office so it may be kept with the other field data.

Frank L. Hall
Frank L. Hall
Assistant Design Engineer

RECEIVED
MAR 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DNS:jp
Enclosures

FORM 2-50 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 23, 1970

SUBJECT: Traffic & Capacity Analysis
Cascade Hwy. & Abernethy Rd.
Oregon City

To: D. J. Barbee
Design Engineer
BUILDING

Attention: Don Stoudenmeyer

In accordance with your request, we are attaching capacity analysis sheets for the subject intersection. These analyses assume a left-turn refuge will be provided for the north-to-east movement at the intersection.

Two traffic condition evaluations were studied. Condition one evaluated capacity and level of service based upon existing 1970 traffic volumes prior to the completion of I-205. This condition reveals that the intersection would operate at Level of Service "D" which approaches unstable traffic flow with some delays during the peak hour. Due to the stop signs controlling the movements entering from Abernethy Road, the delays primarily will be experienced by traffic approaching on Abernethy Road.

Condition two evaluates capacity and level of service assuming 1970 traffic volumes with I-205 completed. An estimated 5,000 ADT (2,500 ADT each direction) will be diverted from the thru movement on the Cascade Highway to the I-205 freeway. This condition operated at Level of Service "C" providing stable traffic flow. The Cascade Highway required a G-C ratio of 62% with Abernethy Road requiring 24%.

Future traffic projections for this area indicate that this intersection can be expected to operate at Level of Service "C" for approximately five years after I-205 is completed. Traffic projections for the year 1990 indicate that the Cascade Highway will require four lanes between Oregon City and the Park Place Interchange with I-205.

L. E. George

L. E. George
Assistant Traffic Engineer

LEG:njc
Attachments

Routing
Barbee
Hall
A. Olson
Sample
Torpin
Swonson
Trout
Wilts
Hack'aman
Scott
R. Olson
Carstenson

RECEIVED
MAR 24 1970
DESIGN
DIVISION

Routing
FORM [illegible] (12-67)
[illegible]
3 Hall
4 A. Olson
Sample
[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

FEB 20

Portland, Oregon 97202
DESIGN DIVISION
February 18, 1970
CARSTENSEN

To:

Mr. D. J. Barbee
Design Engineer
Salem

SUBJECT:

Intersection Improvement
Cascade Hwy. at Abernethy Road
Oregon City

Sometime back, there was a meeting between Clackamas County, Oregon City and the State Highway Division concerning traffic conditions at the subject intersection, and also in the vicinity of the intersection along the Cascade Highway, especially at the Cascade Highway crossing of Abernethy Creek which is an old narrow timber structure. After the meeting, I got a request from Clackamas County to have a "traffic engineering" look at the subject intersection to see if something could be done by the three parties to improve conditions here. In response to this request, we have worked up the subject job which is attached. This job is no more and no less than a minimal intersection clarification accomplished by construction of some curbs and drainage, and would envision (as shownon the overlay) left turn channelization for southbound Cascade Highway traffic, and installation of a fully-actuated three-phase signal. The cost of such an improvement would probably run about $40,000.

I have recontacted, with Don Harwell, both the county and the city and showed them this plan as an illustration of what possibly could be done if everyone was interested. They indicated interest. However, Al Simonson of the City of Oregon City is also very much interested in a greater improvement--one that would remove the bottleneck on the Cascade Highway caused by the narrow structure over Abernethy Creek. A survey for a larger improvement would go beyond the scope of the rather limited study which we have made to date, and would need to be covered by a survey authorization and reviewed at the headquarters level.

The narrow structure over Abernethy Creek is very definitely a bottleneck on this section of highway, and we will, no doubt, find it advantageous to try to remove this portion of the Cascade Highway from our system upon completion of the East Portland Freeway northerly to Gladstone. Therefore, it well may be desirable to make a small location survey which would replace this bridge, possibly by the same method that we are treating Abernethy Creek in the Oregon City interchange area. Would you please do the following:

To Olson
2-24-70

(1) determine if we should pursue the limited interchange improvement plan with Oregon City and Clackamas County to the end that we arrive at a construction agreement; and (2) should we undertake an enlarged survey in this area that would not only improve the intersection, but would also replace the wooden structure over Abernethy Creek and attempt a cooperative project, the terms of which would cover the transference of certain of our facilities to Oregon City.

L. W. Rulien
Division Engineer

LWR:fb
Enc.
cc H. S. Cox
R. T. Ewen

COST SUMMARY

LOCATION PLAN FOR INTERSECTION

CASCADE HWY. (82nd) ABERNETHY ROAD

Oregon City
Clackamas County

December, 1969 R. T. Ewen, Res. Loc. Engr.

General Excavation	500 C.Y.	$ 0.75	$ 375.00
Trench Excavation	40 C.Y.	.70	28.00
Stone Base	300 Tons	2.00	600.00
3/4" - 0	95 Tons	3.00	285.00
Class "B" A.C. Overlay	270 Tons	10.50	2,835.00
A.C. Berm & Sidewalk	160 Sq.Yd.	9.00	1,440.00
Timber Felloe Guardrail & Sidewalk (By State Force)	All		800.00
12" Culvert Pipe	160 L.F.	2.75	440.00
Two Inlets	Only	130.00	260.00
Type "C" Concrete Curbs	20 C.Y.	45.00	900.00
Extra for A.C. Driveway Apprch.	Only	50.00	300.00
Remove & Relocate Historical Monument	All		300.00
Signal Installation			15,000.00
			$23,563.00
Engineering & Contingencies 20%			4,637.00
GRAND TOTAL			$28,200.00

Right of Way N.E. Corner	390 Sq. Ft.	1200,00
Right of Way N.W. Corner	300 Sq. Ft.	1000,00
		$30,400.00

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD OREGON CITY, ORE. 97045

Robert Schumacher, Commissioner
Fred Stefani, Commissioner
Thomas Telford, Commissioner

JOHN C. McINTYRE
Director
Phone 656-2641
Ext. 281

November 12, 1969

Mr. L. W. Rulien
Division Engineer
Oregon State Highway Department
P. O. Box 02157
Portland, Oregon, 97202

Dear Sir:

Clackamas County has made a proposal to Oregon City to have a joint County-City-State improvement project on Oregon State Highway No. 213 at 17th Street and Abernethy Road.

This project distribution of costs was discussed with a probable percentage split as follows:

State of Oregon	50%
City of Oregon City.......	20%
Clackamas County..........	30%

The proposal was discussed further and a determination was made to have Clackamas County request a detailed Engineering study of this intersection. The study would indicate the type of improvements necessary to best expedite the vehicular and pedestrian traffic.

We, therefore, request that a study be conducted and gladly offer our help and any information that we possess.

Very truly yours,

John C. McIntyre
Director of Public Works

By Bernard L. Straight
Bernard L. Straight
Traffic Engineer

☐ ☐ ☐ ☐
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NOV 13 1969
☐ ☐ ☐
TE UE DES

BLS:mak
Attachments
cc: City of Oregon City

103-61
152-07

orm E-96--2M--5-60

OREGON STATE HIGHWAY DEPARTMENT

Bridge History Record

of

MAINTENANCE
REPAIRS AND RENEWALS

Bridge Loc. No. 160 - 14.38

Office No. #3036

For bridge over ABERNATHY CREEK Hwy. Cascade

County Clackamas

Description 8-19' trtd PT spans. 3'6" s.ws. "Y" conn. at north end.
4x12 & 2x2 deck. 11-6x18 strs. [illegible] Span 3 = 13 strs Oil mac W.s.

Const. cost $20,732.49

Built by H.C. 26' D.S. 30' Date 1963

Date	Inspection Notes and Work Recommended	Est. Cost	Date	Remarks and Work Completed	Cost
63-64	Paint wood h.r. one prime coat and 2 finish coats	525.	63-64	3 coats paint as authorized	674.94
	OVERRUN ON ABOVE	135.			
			67-68	Washed & painted wood HR & FG. Striped posts & tightened bolts	540.66

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 21, 1962

SUBJECT: Abernathy Creek Bridge
Hwy. #160, m.p. 14.38

To:

Mr. A. E. Johnson
Division Engineer
OFFICE

Enclosed you will find a Bridge Betterment work order, sketch and lumber orders for the replacement of the decayed untreated deck and sidewalks of Abernathy Bridge on the Cascade Secondary Highway at mile post 14.38 .

In 1958 we replaced Bents 3, 4, 5, 6, 7 and 8 with 5 pile treated bents and caps, also we completely rebuilt the diagonal wing at the N.E. corner of the structure with treated bents and deck.

We have an approved 1962 Bridge Betterment carry-over order for the replacement of Bents 1, 2 and 9 with treated bulkheads piles and caps, in the amount of $3,500.00

In our 1962 Bridge Betterment Budget $23,000.00 has been allowed for the replacement of the decayed deck with prestressed, precast concrete slabs, but after surveying the structure it was found that the use of concrete slabs on the existing bents would be impractical, mainly due to the varied spacing and skews in the bents.

In discussing this with Mr. Hughlett it was decided to replace the untreated decayed portion of deck with treated timber as shown on the accompanying sketch.

The accompanying order for $15,750.00 added to total 1962 Bridge Betterment orders of $21,545.00 already written totals $37,295.00, leaving a balance of $12,705.00 in our 1962 Bridge Betterment Budget of $50,000.00 .

R V Cotton

R. V. Cotton
Bridge Superintendent

NOTED
H. W. HUGHLETT

RVC:hhh
encl.

cc H.W.Hughlett ✓

Form [illegible]

153-61-
152-57

OREGON STATE HIGHWAY DEPARTMENT

Bridge History Record

of

MAINTENANCE
REPAIRS AND RENEWALS

Bridge Loc. No. 160-14.38

For bridge over Abernathy Creek Hwy. Cascade Office No. 3036

(to be replaced w/ precast span 1962)

Description 7-19', 1-17' PT sps. 24' rdy. bet. 5' s.w. curbs 11-6x18 strs. 4x12 & 2x2 dk. Entire superstructure renewed in 1936 rebuilt 1953 County Clackamas

Built by H.C. 24 Date 1936 Const. cost $5000.00

Date	Inspection Notes and Work Recommended	Est. Cost	Date	Remarks and Work Completed	Cost
1962	Replace bents #1,#2, # 9 with driven piles, & treated caps Replace bulkheads with treated timber 16 treated timber@ $125. ea. 3 MFBM Treated timber Excavation, Paving, Misc.	 2000. 825. 675.	1963	Drove 6 treated piles at Bents #1, #2, & #9. Replaces & widened to 26', constructed 3'6" sidewalks each side. Bents 1 to 9. All treated lumber used. Replaced AC wearing surface.	20,732.49
1962	Replace 8 span untreated deck & s.w. with treated timber spans & s.w., widen to 26' roadway on existing treated 5 pile bents R move & dispose of present dk.	13,250. 2,500.			
1962	EMERGENCY: Misc. charges in 1962 to keep decayed deck in repair before replacement in January, 1963.		1962	Patched deck.	1,955.82
63-64	Paint wood h.r. one prime coat and two finish coats OVERRUN ON ABOVE	525. 135.	63-64	3 coats paint as authorized	674.94

new description
196~~2~~ 63

Form E-13—1M—5-30

OREGON STATE HIGHWAY COMMISSION

Page 3
103-61 152-07

BRIDGE HISTORY RECORD

OF

Maintenance—Repairs and Renewals

Bridge Loc. No. 160-~~14.52~~ 14.38

For bridge over Abernathy Creek Hwy. Cascade Office No. 3036

Description 7-19', 1-17' PT sps. 24' rdy. bat. 5' s.w. curbs. 11-6x18 strs. 4x12 and 2x2 dk. Entire superstructure renewed in 1936. Rebuilt 1953 County Clackamas

Built by H C 24 Date 1936 Const. cost $5000.00

STATE PRINTING DEPT.

Date	Inspection Notes and Work Recommended	Est. Cost	Date	Remarks and Work Completed	Cost
1949	Bridge to be replaced by contract in 1949 - make emergency repairs.	200	1949	Made emergency repairs to deck and sidewalk.	292.96
1950	Remove drift. Repairs as needed, deck, strgrs., sills, posts.	100 2500	1950	Remove drift. Repairs as needed, deck, strgrs., sill, posts.	1438.54
1951	Emergency repairs to deck.	500	1951	NONE	
1952	Repair deck and maintain bridge until contract is started.	1500	1952	Necessary repair made to keep up bridge and mtls. bought to make repl. next year.	5646.72
1953	Rebuild and repair with untrtd. lumber, will require approx. 43,463 F.B.M. lumber. Estimated cost of materials $4200 C.O.	4300	1953	Rebuild and repair Abernathy Creek with untrtd. lumber.	5039.12
1954	NONE		1954	Emer. Removed logs and drift.	289.25
1955	NONE		1955	Emergency repairs to "Y" connection.	655.04
1956	NONE		1956		
1957	Repl. Bents #3,4,5,6,7 & 8 with trtd. piles & caps	7,200	1957	Hauled timbers to site	252.43
1958	CO--Compl. replacement of bents 3-4-5-6-7 & 8 with trtd. piles & caps. Replace entire approach on N.E. corner of main structure. ($6,900 carried over)	(9,500)	1958	Replaced 6 bents with trtd. piles & replaced entire appr. to N.E. corner of main struc.	8,941.83
1960	Betterment Replace bents #1, #2, #9 with piles & trtd caps; replace blkhds w/trtd timber.	3,600	1960	Drift removal	62.30
	Paint wood handrail	350			
1961	Paint wood handrail	350			
1961	Replace Bents #1-2-9 with driven piles & treated caps	↓	Dec 1962		
	Replace bulkheads with treated timber	3,500			

Form B-36-600-4-43

ORGEON STATE HIGHWAY COMMISSION

BRIDGE HISTORY RECORD

OF

Maintenance—Repairs and Renewals

Bridge Loc. No. 160-14.52

For bridge over Abernethy Creek Hwy. Cascade Office No. 3036

Description 7-19', 1-17' PT sps. 24' Rdy. bet. 5' s.w. curbs. 11-6x18 strs County Clackamas
4x12 and 2x2 dk. Entire superstructure renewed in 1936

Built by Date 1936 Const. cost $5000.00

Date	Inspection Notes and Work Recommended	Est. Cost	Date	Remarks and Work Completed	Cost
1944	Place pile #1 bent #2 on conc. ped & place bent on sill. Place pile #1 and #2, bent #3, on concrete peds and place bent on sill, cut off bents #3 and #4at water level and at sash brace, placing sill and cap and adding new posts in this section of bents, place bent #6 on concrete peds and sill, place pile #1 and #2, bent #7, on peds and place bent on sill, renew mud blocks bent #1 on Y connection. Paint handrail Renew decayed sidewalk planks	1000 70 250	1945	Place pile #1 bent #2 on concrete ped and place bent on sill. Place pile #1 and #2, bent #3, on concrete peds and place bent on sill, cut off bents #3 and #4 at water level and at sash brace, placing sill and cap and adding new posts in this section of bents, place bent #6 on concrete peds and sill, place pile #1 and #2, bent #7, on peds and place bent on sill, renew mud blocks bent #1 on Y connection. Paint handrail. Renew decayed sidewalk planks.	937.46 $0.36 90.61
			1945		
1945	Shim bearing post #3, bent #2 on "Y". Renew bulkhead #1 on "Y", and bulkhead #2. Replace decayed sidewalk and felloe guard.	10 300 650	1946	None	
1946	Shim bearing post #3, bent #2 on "Y" Replace bulkhead #1 & #2 on bulkhead #1 on "Y" Paint handrail Replace end post #1 & #8 right Replace sill bent #1, sill bent #1 and #2 on "Y", post #2 & #4, bent #2 on "Y" Replace decayed sidewalk and felloe guard	10 500 100 25 250 1000	1947	None	
1947-48	Replace sill & mud blocks Bent #1 on "Y", post & sill bent #2 on "Y" & sill bent #1 on main bridge. Replace bulkheads #1 & #2. Paint h.r. Replace strgrs. 1,2,3,4,10,11,12 & 13 on "Y" & place additional strgrs. where deck is decayed. Replace decayed sidewalk, f.g. & end post #1 & 9 right.	700 600 130 2000 1540	1948	None	

Form X-13—1M—6-39

OREGON STATE HIGHWAY COMMISSION

BRIDGE HISTORY RECORD

OF

Maintenance—Repairs and Renewals

Bridge Loc. No. 160-14.52 ~~160-13.78~~

For bridge over Abernethy Creek Hwy. Cascade Office No. 3036

Description 7-19',1-17'PT.sps.24'Rdy.bet.5's.. curbs.11-6x18 strs.4x12&2x2dk County Clackamas
Entire superstructure renewed in 1936

Built by Date Const. cost $5000

STATE PRINTING DEPT.

Date	Inspection Notes and Work Recommended	Est. Cost	Date	Remarks and Work Completed	Cost
1935	Block sill bent 2-a & block piling bents 2,7,&8	60	1936	Done	56.94
1936	Replace end bents on conc. peds & conc. ped decayed piling Replace bulkheads Redeck with 4x12-2x2,replacing dec.strs & placing 6x12 aux. caps on present caps, rebuild s.w. to 3'6"	300 300 2700	1937	Replace end bents on peds & ped decayed piling Replace bulkheads Replace caps,strs,deck & s.w.	520.99 76.29 3225.45
1937	None		1938	None	
1938	Shim conc. ped to bearing pile 2 bent 2 & rock up corner #9L Repaint HR	100 70	1939	Shim concrete ped to bearing on pile #2, bent #2 and paint handrail	55.32
1939	Tighten bolts	25	1940	Tighten bolts and weep holes cleaned.	11.95
1940	Paint handrail	70	1941	Paint handrail Tighten bolts	74.86 7.71
1941	None		1942	None	
1942	Place pile 3 and 4, bent 2; pile 3 and 4, bent 3; and pile 3, bent 7 on concrete pedestals, and place bent 8 on sill and concrete peds Paint handrail	350 70	1943	None	
1943	Place pile 3 and 4, bent 2, pile 3 and 4, bent 7 on concrete peds, place bent #8 in sill and concrete peds. Repair pile 2, bent. 4. Paint handrail. Replace decayed sidewalk planks.	400 .70 25	1944	Place pile 3 & 4, bent 2, pile 3 & 4, bent 7 on concrete peds, place bent #8 in sill and concrete peds. Repair pile 2, bent 4. Paint handrail. Replace decayed sidewalk planks. Replace frame bents and posts.	294.22 106.50 22.95 125.55

Form E-135—6
State Printing

Oregon State Highway Department
BRIDGE INVENTORY INSPECTION RECORD

GENERAL SHEETS FOR ALL SPANS

Sheet 1 of 1-B

Bridge over ABERNATHY CREEK Road and mile No. 160-14.38 County Clackamas
Running description 8-19' trtd PT spans Sec. 29 Twp. 2S R. 2E Bridge No. 3036
Load rating capacity H-17
Built by State Date built 1963 Cost
Inspected by ~~Bangert~~ Anderson Date ~~1-27-66~~ 4/17/70 Maintained by State

SUPERSTRUCTURE (Make sketch for additional details) Drawing No.

SPANS			STRINGERS				DECK			HANDRAIL		
No.	Length c to c	Type	No.	Size	Spacing	Species and Treatment	Size	Width	Species and Treatment	Felloe Guard	Railing	Posts
1	18-9	PT	22	6x18	32"	Creo Fir	4x12 &		Creo Fir	6x10	2-3x8	6x8
2	19-5	PT	20	"	"	"	2x2				Treated	
3	19	PT	13	"	"	"						
4-8	19	PT	11	"	"	"						

Curvature Left Super elevation no Skewed no Grade -1%
Stringer bearings 12" Bridging 2x6 M.S. & bents Surfacing 2" oil mac
Overhead clearance Open Roadway between curbs 26' Sidewalks 2-3'6"

SUBSTRUCTURE (Make sketch for additional details) Drawing No.

SUPPORT		BENTS							PIERS		ABUTMENTS		
			Posts or Piling				Footings						
No.	Type	Cap	No.	Size	Spacing	Sill	Size	Type	Size	Type	Height	Width	Wings
1	PT	12x12	11	12"0	6'								
2	PT	"	10	"	"					BH #1 =	5-4x12		
3-9	PT	"	5	"	"					#9 =	3-4x12		
All piling Creo. Treated										Creo. Treated			

Channel: Width 30 Depth 15 Material Loam Drainage area
Condition of banks Stable Overflow no Height deck to: Streambed 30' Highwater 1
Can structure be replaced with culvert or pipe? no Posted load limits no
Recommendations for: New replacement Repairs
Traffic survey data: A , B , C , D , E , F , G , H , I

Condition data: (Take pictures and make sketches for additional data)

Waterway Adequate & Clear
(Adequate, clear, clogged, inadequate, endangering structure)

Abutments, piers, or bents Good
(Scoured, undermined, cracked, decayed, season check, good condition)

Deck Good
(Undersurfaced, worn, rough, decayed, needs replacement, good condition)

Stringers Good
(Grade, decayed, cracked, season checked, broken, effective section modulus)

Sidewalks Good
(Size deck, stringers, cracked, decayed, season checked, good condition)

Handrail Needs painting
(None, painted, cracked, broken, decayed, good condition)

Available detour

Additional remarks: The A.C. wearing surface is cracked at the deck joint where the flared section joins the tangent section.

Form F-167 2M Revised 5-63

Oregon State Highway Commission
BRIDGE INVENTORY INSPECTION RECORD

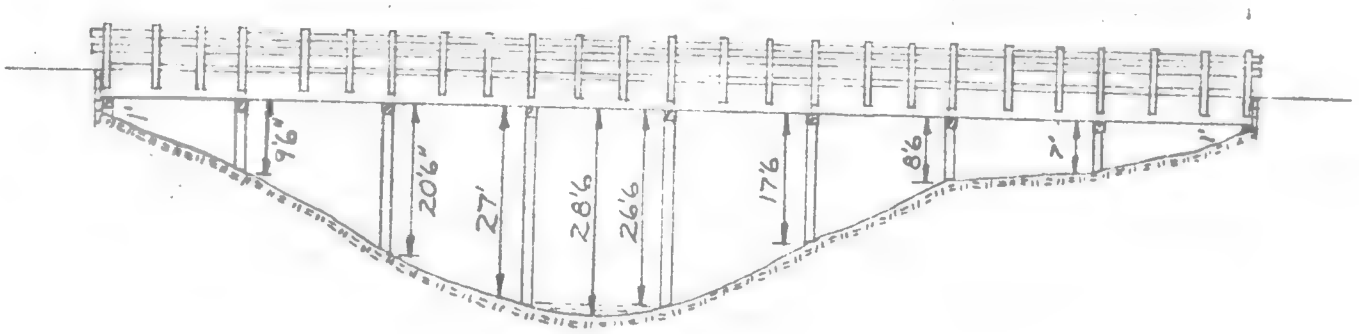
Sheet .... of ....

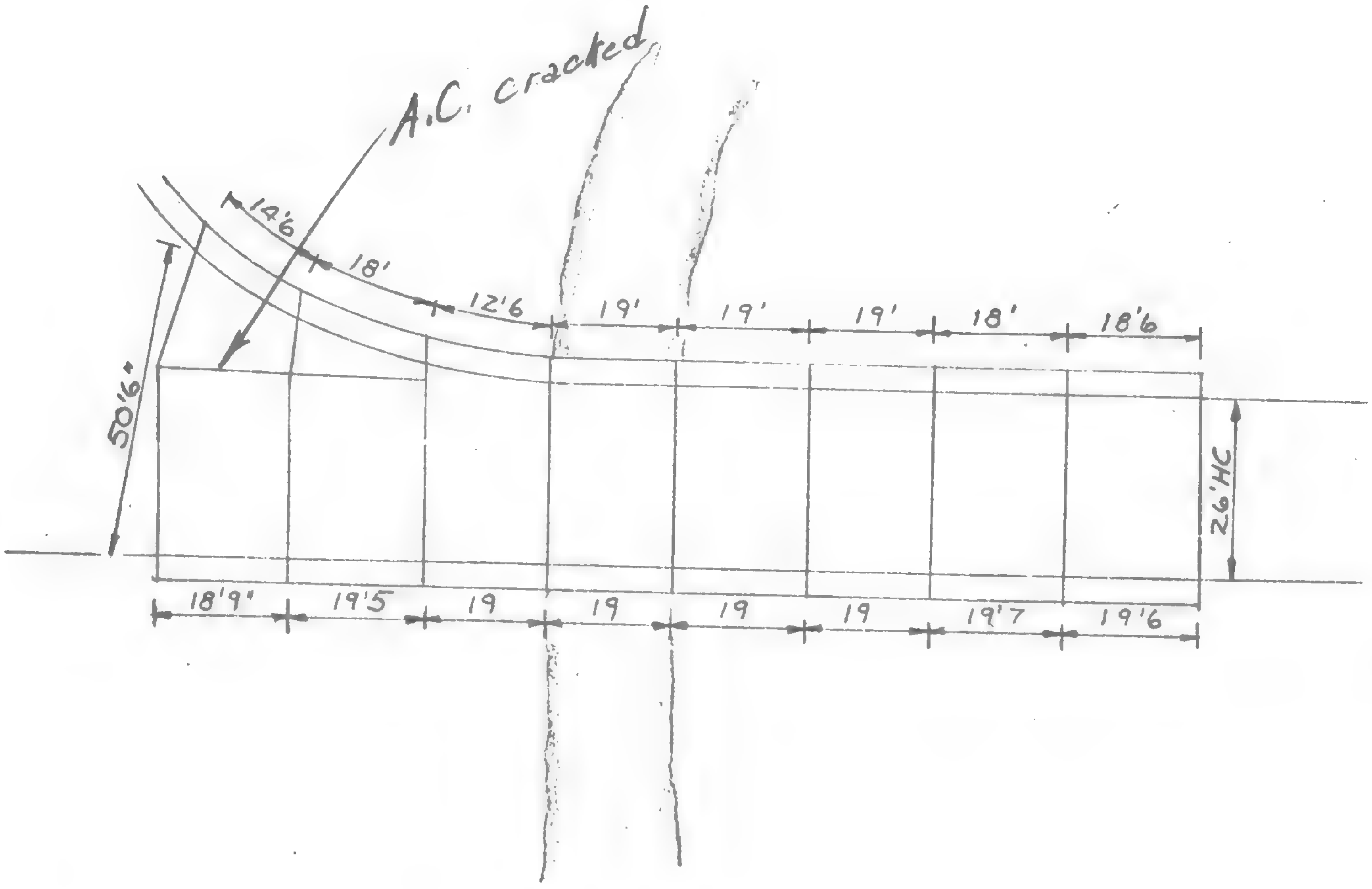
Bridge No. 3036

Bridge over ABERNATHY CR on CASCADE Highway No. 160

in CLACKAMAS County. Inspected 1-27-66 by BANGERT Location No. 1438

S35°W





RECEIVED
DEC 2 - 1969
FORM E-90-X (12-67
FOR FILING

703-1122
7536

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202
November 26, 1969

To:
Mr. E. J. Barbee
Design Engineer
Salem

SUBJECT:
Request for Engineering Study
Clackamas County and Oregon City
Cascade Highway at 17th Street

Clackamas County and the City of Oregon City have been concerned about the intersection of the Cascade Highway with 17th Street and Abernethy Road just north of Abernethy Creek. There have been previous three-party discussions between the two above-mentioned entities and the State Highway Department relative to traffic problems at this intersection. We have now been requested to make a study of this intersection with proposals that would properly handle traffic, and which would constitute a project which could be achieved at some future date. Attached in this regard is a copy of a letter from Clackamas County.

This project entails more than a look see by the traffic engineer. It is a very worthy project, and a reasonably good vicinity map study and estimate is required. I am requesting that Bob Ewen submit an Authority for Survey so that we can develop a proper and appropriate vicinity map of this area, arrive at a solution and make a good estimate of costs to be used in further discussions on this job.

NOTED
F. B. KLABOE

L. W. Rulien
Division Engineer

LWR:fb
cc F. B. Klaboe
D. N. Harvell
R. T. Ewen

RECEIVED
DEC 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

COUNTY OF CLACKAMAS

DEPARTMENT OF PUBLIC WORKS

Robert Schumacher, Commissioner
Fred Stefani, Commissioner
Thomas Telford, Commissioner

JOHN C. McINTYRE
Director
Phone 656-2641
Ext. 281

902 ABERNETHY ROAD — OREGON CITY, ORE. 97045

November 12, 1969

Mr. L. W. Rulien
Division Engineer
Oregon State Highway Department
P. O. Box 02157
Portland, Oregon, 97202

Dear Sir:

Clackamas County has made a proposal to Oregon City to have a joint County-City-State improvement project on Oregon State Highway No. 213 at 17th Street and Abernethy Road.

This project distribution of costs was discussed with a probable percentage split as follows:

State of Oregon	50%
City of Oregon City.......	20%
Clackamas County..........	30%

The proposal was discussed further and a determination was made to have Clackamas County request a detailed Engineering study of this intersection. The study would indicate the type of improvements necessary to best expedite the vehicular and pedestrian traffic.

We, therefore, request that a study be conducted and gladly offer our help and any information that we possess.

Very truly yours,

John C. McIntyre
Director of Public Works

By Bernard L Straight

Bernard L. Straight
Traffic Engineer

BLS:mak
Attachments
cc: City of Oregon City

☐ DE ☐ ADE ☐ ADE ☒ OE

NOV 13 1969

☐ TE ☐ UE ☐ DES

FREE
MUNICIPAL
ELEVATOR

Area Code 503
Phone 656-5266

CITY OF OREGON CITY

OREGON CITY, OREGON 97045

October 10, 1969

OFFICE OF
CITY MANAGER

ORD.	DISTRIBUTION	DATE	INT.
	Stefani	10-14	[illegible]
	Telford	10/14	[illegible]
	Schumacher	10/14	[illegible]
	File		
	Sec.		
	Other McIntyre		

Board of County Commissioners
Clackamas County Courthouse
Oregon City, Oregon

Attention: Mr. Fred Stefani, Chairman

Gentlemen:

The Oregon City Commission at its regular meeting last evening continued discussion of the County's proposal of September 11, 1969 for a joint County-City-State improvement of the 17th Street, 82nd Street, Washington Street, Abernethy Road intersection.

We enclose copy of Oregon City police department report and recommendations regarding this proposed improvement as outlined in your letter.

After discussing this report the Oregon City Commission feels that a more detailed engineering study should be made of this intersection by the State Highway Department through its Traffic Engineer. We would, therefore, request that such a study be requested either by Clackamas County or by the City of Oregon City.

May we hear from you?

Very truly yours,

Alfred Simonson

ALFRED SIMONSON
General Manager

AS:rl

cc: Mr. Si Cox, City-County Division
State Highway Department

Enc.

TIME ....

DATE 10-9-69

SUBJECT RECOMMENDATION

CITY OF OREGON CITY
POLICE DEPARTMENT
OREGON CITY, OREGON

No. ....

OFFICER'S REPORT

TO: Alfred Simonson
City Manager
City of Oregon City

RE: Traffic congestion in existence at the intersection of 17th Street and E. 82nd Street (Oregon State Highway 212) within the city limits of Oregon City.

INVESTIGATIVE:

Investigation indicates a two lane traffic movement within this intersection, including the present bridge structure. This intersection has a heavy traffic flow movement North and Southbound on E. 82nd Street, and a traffic congestion is in existence due to left turn movements at this intersection. Due to the heavy traffic movement, cross street traffic has difficulty entering 82nd Street, which also consists of left turn and right turn movements.

RECOMMENDATION:

1) Recommend a new bridge structure to allow for a three-lane movement within this intersection.

2) Recommend channelization and signalization for a three phase traffic movement, in order to allow for left turn movements.

3) Recommend a Right Turn movement lane Northbound on Washington Street at the approach of a modified bridge structure, in order to allow a continuous right turn movement Eastbound on Abernathy Road.

REASON:

Traffic congestion at this intersection will not be solved with just channelization and signalization at its present condition. It will also require modification of the present bridge structure to allow for a three lane traffic movement, in order to albow a right turn movement, Eastbound on Abernathy Road.

Channelization and signalization of this intersection without modification to the present bridge structure, will create a much greater traffic congestion on Washington Street between the bridge approach and 15th Street intersection. There is only a two lane traffic movement on Washington Street between 16th Street intersection and the present bridge approach. The present bridge has a two lane movement which is being utilized by North and Southbound traffic movement of E. 82nd Street, and Eastbound movement for Abernathy Road. A traffic signal at the intersection of 17th Street and E. 82nd Street, woukd stop right turn movements Eastbound on Abernathy Road, without modification to the present bridge structure.

CITY OF OREGON CITY
POLICE DEPARTMENT
OREGON CITY, OREGON

No. ....

10-9-69

RECOMMENDATION

OFFICER'S REPORT

INTERSECTION: 17th Street and E. 82nd Street (Oregon State Highway 212) within the city limits of Oregon City.

REASON (Cont'd):

Eventually 17th Street will be improved for traffic movements and motorists will attempt left turn movements, Westbound on 17th Street at this intersection. This will also create a traffic congestion on the present two lane bridge structure.

The present two lane bridge structure within this intersection is a contributing factor of the present day traffic congestion now in existence at this intersection. This two lane bridge structure is inadequate for the present day traffic movements now being experienced at this intersection.

Modification of the present two lane bridge structure should be in conjunction with channelization and signalization of the intersection at 17th Street and E. 82nd Street highways.

This recommendation is being submitted to proper authorities in the best interest of Traffic Safety and Accident Prevention, and for the elimination of the present traffic congestion now in existence at this intersection.

Respectfully submitted,

Stanley Orzy

Stanley J. Orzy, Sergeant

ENDORSEMENT:

Robert L. Chester
Chief of Police

20-3356 Jessie M. Honeyman State Park, 1971
Day Use Area, S. of Florence, on
#7537 Oregon Coast Highway.

RECEIVED
DEC 27 1971
FOR FILING

20-3356
7537

December 23, 1971

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 17, 1971, we wrote to you concerning release of final payment on Contract No. 7537 awarded to The L and R Nursery for work in Jessie M. Honeyman State Park Day Use Area in Lane County.

Final payment on this contract is $619.89 and the total contract amount is $4,790.18. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm

cc The L and R Nursery
4520 Macleay Road
Salem, Oregon 97301

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
Carroll Keasey

RECEIVED
DEC 20 1971
FOR FILING

20-3356
7537

December 17, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7537 awarded to The L & R Nursery for landscape improvement in Jessie M. Honeyman State Park Day Use Area in Lane County was completed on May 25, 1971, and accepted by the Highway Commission on December 15, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 22, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc The L & R Nursery
4520 Macleay Road
Salem, Oregon 97301

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
C. T. Kassey

RECEIVED
DEC 17 1971

FOR FILING

20-3356
7537

December 16, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed May 25, 1971, on Contract No. 7537. The contract was with the L & R Nursery, and was for landscape improvement on the Jessie M. Honeyman State Park Day Use Area Section in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 15, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:bb
cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Marchant
V. E. Skoog
H. S. Cox
C. T. Keasey

20-3356

FORM E-1 REV. 10-69

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jessie M. Honeyman State Park Day Use Area

WEEK ENDING: Nov. 27, 1971

SECTION PREFIX: 20-3356

HIGHWAY: - - - - -

COUNTY: Lane

NAME OF JOB: Jessie M. Honeyman State Park Day Use Area

KIND OF WORK: Landscape Improvement

CONTRACTOR: L. & R. Nursery

CONTRACT NUMBER: 7537

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 8, 1971

DATE WORK STARTED: April 6, 1971

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN:

SUPERVISION

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: June 15, 1971

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 5,659.14

EXCLUSIVE OF ENGINEERING: $ 5,164.91

ENGINEERING AUTHORIZATION: $ 494.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 4,790.18

ENGINEERING COST TO DATE: $ 745.58

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 7.3 %

PERCENT OF AUTHORIZATION: 150.9 %

DATE PROJECT WAS COMPLETED: Nov. 15, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	Plants ~~GRADING~~	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,160				
TOTAL QUANTITIES CORRECTED TO DATE	1,071				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,071				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Complete				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy AM Showers PM			
MONDAY	Overcast			
TUESDAY	Rain			
WEDNESDAY	Showers			
THURSDAY	Rain			
FRIDAY	Rain			
SATURDAY				

RECEIVED
NOV 29 1971
CONSTRUCTION
DIVISION

Routing
Johnsen
Stein

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 11-21-71	
MONDAY 11-22	No work on Post Semi-final. Mr. Quiner in office.
TUESDAY 11-23	Post Semi-final was completed and submitted to regional office. Mr. Quiner in office.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project is complete. This will be the last report.

SIGNED H E Mayfield LOCATION Eugene, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
MAR 23 1971
FOR FILING

36-3556
7537

March 23, 1971

The [illegible] Nursery
[illegible] Road
Salem, Oregon 97301

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7537 for Landscape Improvement in Jessie M. Honeyman State Park Day Use area in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc United Pacific Insurance Company
Portland Branch Office
[illegible] S. W. [illegible] Avenue
Portland, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1116
Tacoma, Washington 98401

bc F. D. Morgan
Harley Mayfield
Roy Olson

I. D. Merchant
C. T. Keasey
David Talbot

RECEIVED
MAR 9 - 1971
FOR FILING

26-3556

7537

March 9, 1971

The L & R Nursery
4520 Macleay Road
Salem, Oregon 97301

Gentlemen:

Enclosed are three copies of Contract No. 7537 for $4,842.50 awarded to you by the State Highway Commission on March 8, 1971, for landscape improvement in Jessie M. Honeyman State Park Day Use Area in Lane County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 15, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
C. T. Keasey
Roy Olson
David Talbot
Harley Mayfield
William Geibel (SAIF)

21-3393 "D" River State Wayside, at 1971
Lincoln City, Oregon Coast Hwy.
#7538 (Landscape improve.)

RECEIVED
FEB 8 - 1972

FOR FILING

21-3295

7538

February 3, 1972

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On January 24, 1972, we wrote to you concerning release of final payment on Contract No. 7538 awarded to Cascadian Landscapers, Inc., for landscape improvement in "D" River State Wayside in Lincoln County.

Final payment on this contract is $930.85 and the total contract amount is $17,997.50. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Cascadian Landscapers, Inc.
300 N. E. 114th St.
Portland, Oregon 97227

Frank Morgan
Walt Hart
V. E. Skoog
  Attn: John Kerr
J. B. Boyd

RECEIVED
JAN 24 197

FOR FILING

21-3393

7528

January 24, 1972

General Insurance Co. of America
Portland Service Office
1300 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

Contract No. 7338 awarded to Cascadian Landscapers, Inc., for landscape improvement in "D" River State Wayside in Lincoln County was completed on June 28, 1971, and accepted by the Highway Commission on January 20, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before January 25, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Cascadian Landscapers, Inc.
360 N. W. 114th Street
Portland, Oregon 97227

bc Frank Morgan
Walt Hart
V. E. Shoog
Attn: John Herr
J. B. Boyd

RECEIVED
[illegible]
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7538

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 21, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed June 28, 1971 on Contract No. 7538. The contract was with Cascadian Landscapers, Inc. and was for landscape improvement on the "D" River State Wayside Section in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 20, 1972, and that you concur in this procedure at the Commission meeting on February 22, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED
TOM EDWARDS
Tom Edwards
State Highway Engineer

VG:jb
cc: Floyd Query ✓
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
V. E. Skoog
H. S. Cox
W. J. Hart
J. B. Boyd

letter to surety used date of Jan 20, 1972

Surety letter written 1-24-72.
dr

21-3393
7538

FORM E-1 REV. 1-0

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB "D" River State Wayside	SECTION "D" River State Wayside	WEEK ENDING December 25, 1971
	HIGHWAY Oregon Coast	SECTION PREFIX 21-3393
CONTRACTOR Cascadian Landscapers, Inc.	KIND OF WORK Landscape Improvement	COUNTY Lincoln
DATE OF CONTRACT March 8, 1971	CONTRACT NUMBER 7538	FEDERAL AID PROJECT NUMBER State
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	DATE WORK STARTED April 26, 1971	ESTIMATED COMPLETION DATE June 30, 1971
	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 19,873.76	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 98%
EXCLUSIVE OF ENGINEERING: $ 18,138.06	ENGINEERING AUTHORIZATION $ 1,735.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 18,507.00	ENGINEERING COST TO DATE $ 1,883.94	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN 2 %	PERCENT OF AUTHORIZATION 108 %	DATE PROJECT WAS COMPLETED: June 28, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Rain			
TUESDAY	Rain			
WEDNESDAY	Rain			
THURSDAY	Rain			
FRIDAY	Rain			
SATURDAY				

RECEIVED
2 1971
CONSTRUCTION
[illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12/19	
MONDAY 12/20	Basic contract completed June 28, 1971. Replacement planting completed November 11, 1971.
TUESDAY 12/21	
WEDNESDAY 12/22	
THURSDAY 12/23	
FRIDAY 12/24	
SATURDAY 12/25	

REMARKS

This will be the last weekly report as the Semi-Final will be submitted first part of next week.

SIGNED LOCATION Lincoln City

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
NOV 24 1971

OREGON STATE
HIGHWAY DIVISION

1557
~~HIGHWAY BUILDING~~ • • • SALEM, OREGON • • • 97310

October 19, 1971

Mr. P. C. Rinehart, Broker
Rinehart Real Estate
Lincoln City, OR 97367

Dear Mr. Rinehart:

We are aware of the plantings and their condition at D River. They were put in under contract, and those which have not survived will be replaced by the contractor this fall. The species of plants utilized are either native to the area or are growing nearby under somewhat similar conditions. These plants were selected after extensive consultation with knowledgeable growers in the area. There are any number of conditions which could have been responsible for the significant loss of plant materials which occurred.

We are hopeful that in the plant replacement program some of these conditions were taken into account, and that a high percentage survival rate will occur.

Very truly yours,

R. L. Porter
State Highway Engineer

By

David G. Talbot
State Parks Superintendent

LJ:aw

RECEIVED
OCT 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

1859

21-3393

TOM McCALL
GOVERNOR

7538

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

September 20, 1971

NOTED
R. L. PORTER

Ms. Sally Biddle
Beach Properties
Post Office Box 273
Lincoln City, Oregon 97367

Dear Ms. Biddle:

Thank you for your letter concerning landscaping at D River State Wayside and the proposed landscaping plans for the beach access site at Roads End. Your expression of concern is understandable.

The landscaping at D River is currently under contract, with the requirement that the contractor must replace all dying trees. I am sure that after the trees have been firmly established, both areas will be a credit to the neighborhood.

A State Park representative will contact you to discuss these matters. I hope you will be able to reach a satisfactory understanding with him.

Sincerely,

Governor

TM:ma

bcc: R. L. Porter

RECEIVED
SEP 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

BIDDLE TO hwy 8/19

PROPERTY MANAGEMENT
MORTGAGE LOANS
RENTAL SERVICE
SUBDIVISIONS
APPRAISALS

Beach Properties

BUSINESS INVESTMENTS
INCOME PROPERTIES
MOTEL SPECIALISTS
VIEW LOTS
HOMES

P. O. BOX 273
LINCOLN CITY, OREGON 97367
TELEPHONE 994-2121

Dear Governor McCall,

I feel the state Park system is doing a dis Service to the people at the Coast. We like your State Park, but we do live here.

You have a house at Road End. If they plant trees as they do in most state park. you are going to spoil people View. These people are mostly elderly people they come to look at the ocean please be a little bit more considerate of our problems. We have a high tax rate give the people a chance. I think D. Lake Park is terrible dying trees. Our beauty is the Ocean. We enjoy driving home an looking at the Ocean as most of the time we're to busy to stop. What do we do be heard.

Sally Biddle

RECEIVED
AUG
OFFICE OF
STATE HIGHWAY ENGINEER

AUG 19 1971

RECEIVED
APR 2? 1971

21-3393
75[illegible]

21-3393

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1971

To: Ken Wolfe
RESIDENT ENGINEER

SUBJECT: Landscape Project
"D" River Wayside
Contract 7538

While you were confined home ill with pneumonia, your contractor took the liberty of wasting excess excavation into "D" River. When word of this reached this office, I instructed Dick Leu to:

(1) Stop any further dumping into "D" River.

(2) Not allow any excess material to be left overhanging "D" River.

(3) That any material already wasted into "D" River that could be washed away by "D" River be removed.

R. D. Asburry
REGIONAL ENGINEER

by G. W. Wimer

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

cc: Tom Edwards
F. D. Morgan

RECEIVED
APR 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1971
FOR FILING

21-3397
7538

March 22, 1971

Cascadian Landscapers, Inc.
380 S. W. 114th Street
Portland, Oregon 97227

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7538 for
Landscape Improvement in
"D" River State Wayside
in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc General Insurance Co. of America
Portland Service Office
1900 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
H. K. Patterson
R. D. Asberry
Roy Olson
David Talbot

RECEIVED
MAR 9 - 1971
FOR FILING

71-3373

7538

March 9, 1971

Cascadian Landscapers, Inc.
360 N. W. 114th Street
Portland, Oregon 97227

Gentlemen:

Enclosed are three copies of Contract No. 7538 for $17,257 awarded to you by the State Highway Commission on March 8, 1971, for landscape improvement in "D" River State Wayside in Lincoln County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 30, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
H. H. Patterson
R. D. Asburry
Roy Olson
David Talbot
William Geibel (SAIF)

#7539 Richland Int.-S. Baker Inter. Sec.,1972
Old Ore. Trail Hwy.
)Grad.,pav.,struc.,sign. & Illum.) #3

[illegible] 1911

Pre Consultation and exhibits
data

[illegible] [illegible] [illegible]

[illegible]

[illegible] [illegible] [illegible]

[illegible] [illegible]

[illegible]

1/3

June 27, 1977

Mr. Gene Stums
% Vern Hoaglin
106 Main Street
Nyssa, OR 97913

Dear Mr. Stums:

As requested, attached is a certified copy of Subcontract Agreement dated April 6, 1971, between Ray Kiser and Ray Kiser Construction Co. and Rogers Construction, Inc, general contractors, and Vern Hoaglin Construction Company, Inc., subcontractor, covering Contract No. 7539.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkm

Att.

cc C. T. Keasey
Attn: Warren Richards

April 5, 1976

Banta, Silven, Young & Marlette
1950 Third Street
Baker, OR 97814

Attention: David C. Silven

Gentlemen:

As requested in your letter and affidavit of April 1, 1976, we are enclosing a certified copy of Section IV, Performance Bond, pages 8 and 9 of Contract No. 7539 with Ray Kizer, Ray Kizer Construction Co. & Rogers Construction, Inc., for work on the Richland Interchange-S. Baker Interchange Section of the Old Oregon Trail in Baker County.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Enc.

LAW OFFICES
BANTA, SILVEN, YOUNG & MARLETTE
1950 THIRD STREET
BAKER, OREGON 97814
TELEPHONE 523-4442

HAROLD BANTA
DAVID C. SILVEN
THOMAS F. YOUNG
GARY L. MARLETTE

NICHOLS & HALLOCK
1919-1922
NICHOLS, HALLOCK & DONALD
1923-1929
HALLOCK, DONALD & BANTA
1930-1945
HALLOCK, DONALD, BANTA & SILVEN
1946-1950
HALLOCK, BANTA, SILVEN & HORTON
1951-1954
BANTA, SILVEN & HORTON
1955-1959
BANTA, SILVEN, HORTON & YOUNG
1960-1962
BANTA, SILVEN & YOUNG
1963-1970

April 1st, 1976

Department of Transportation
Highway Building
Salem, Oregon 97310

Fran — please do — CEC

Re: Contract No. 7539
Baker County, Oregon
Contractor: Ray Kizer Construction Company
and Rogers Construction, Inc.
Claimant: Ron Dolby, dba Ford's Welding & Repair

Gentlemen:

We enclose affidavit of Ron Dolby. Please promptly furnish us with certified copy of the contractor's bond filed in the above matter.

The two years from acceptance of the work will expire in a few days and we will appreciate your prompt attention to this.

Very truly yours,

David C. Silven

DCS:bb
Enc.

RECEIVED
STATE HWY ENGR
APR 2 '76
REFER TO
C.W. Head
FOR

RECEIVED
1976
OFFICE

AFFIDAVIT

STATE OF OREGON,)
SS:
County of Baker.)

I, RON DOLBY, being first duly sworn depose and say:

That I am the owner of Ford's Welding & Repair, 2405 Birch Street, Baker, Oregon, 97814.

That I heretofore on January 11th, 1974, presented notice of claim against Hoaglin Construction Company, subcontractor under Ray Kizer Construction Company and Rogers Construction, Inc., under Oregon State Highway Division Contract No. 7539, said notice of claim being filed with the Oregon State Highway Division and with the Oregon Secretary of State.

Said claim was in the amount of $230.00 for services rendered in connection with said highway construction; that the claim has not been paid.

This affidavit is made for the purpose of obtaining a certified copy of the contractor's bond, the same being hereby requested.

Ron Dolby

SUBSCRIBED and SWORN TO before me this 1st day of April, 1976.

Notary Public for Oregon
My Commission Expires:

7539

January 17, 1975

Mr. Ron Dolby
Fords Welding & Repair
2403 Birch
Baker, Oregon 97814

Dear Mr. Dolby:

This is in reply to your recent letter advising us that you have not yet received payment on your claim which was filed against Hoaglin Construction Company in January, 1974.

Our records indicate this is in reference to the Ray Kiser, Ray Kiser Constr., Co., and Rogers Constr., Inc., Contract No. 7539 in Baker County. Your claim in the amount of $230 plus interest was filed with the Secretary of State on January 28, 1974, and was assigned his File No. 4857. This filing will protect your claim under the bond.

This contract was completed on June 22, 1973, and accepted on April 11, 1974.

For your information, we are attaching a copy of excerpts from the Oregon Revised Statutes relating to public contracts. Action by Claimant on Contractor's Bond is outlined under ORS 279.536 on page 3 of the excerpts.

In other cases similar to yours, we have suggested they contact their attorney. You might wish to do the same.

We are forwarding a copy of your letter to the sureties and the principal contractors on this contract.

Very truly yours,

C. W. Hand
COMMISSION SERVICES

CWH:rv

Attachment

cc: Ray Kizer, Ray Kizer Constr., Co.,
and Rogers Constr., Inc.
P. O. Box 42365
Portland, OR 97242

The Travelers Insurance Companies
1200 Sixth Avenue
Seattle, WA 98101

Attention: Mark S. Richardson
Account Analyst
Surety Dept.

Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

January 11, 1975

C. W. Head
Commission Services

Dear Mr. Head:

On January 28, 1974 I filed claim #4857 against the Hoaglin Construction Company. This was for work done on the Richland Interchange - South Baker Interchange section, in connection with the Ray Kizer Construction Company and Rogers Construction contract #7539.

Has this contract been accepted, as we have not yet received any payment on our claim.

I would appreciate any information on this matter.

Sincerely Yours,

Ron Dolby

Ron Dolby
Fords Welding & Repair
2405 Birch
Baker, Oregon

RECEIVED
JAN 1 1 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

7539

xxxxxxxxxxxxxxxxxxx

211 State Highway Building

October 15, 1974

Mr. Gene Stunz
Attorney at Law
106 Main Street
Nyssa, OR 97913

610-K

Re: Flynn Sand and Gravel Claim
Contract No. 7539

Dear Mr. Stunz

After my final review of the file and forwarding of my recommendation to Mr. Klabee, I was advised that due to an oversight in the Accounting Department the money that was being withheld from the general contractor has been paid. Therefore, the Highway Division does not have any funds on hand that are due the general contractor. The payment made was the final payment on the contract and therefore there is no way that the Highway Division is able to assist your client in this matter.

I apologize for the mixup and all the effort that was put forth on your part and for the inconvenience that has been caused you and your client.

Sincerely

Jack L. Sollis
Assistant Attorney General

JLS:ch;hg

cc - A. E. Johnson

10/3/74 - 3:00 p.m.
Mr. Johnson,

Message from John Bond:

Re your question on the $7,645.90 payment on the Richland-South Baker Section:

It is made up of $5,000.00 retainage;
2,205.00 lump sum payment on P.A. #31 for junction boxes;
440.90 lump sum payment on P.A. #36 for changing lock nuts on illumination pole bases.

ms

10-2-74 Discussed with Al Johnson, Scott, Coulter & Jack Sollis. 6-H-1-D

Contr. 7539 Richland Int. – So. Baker

Kizer – Rogers

RECEIVED
OCT 2 1974
Office of
Assistant State Highway Engineer

Bid item 57 concrete median barrier
contr. quantity = 10,000 lin. ft. @ $10
= $100,000.

610-K

Subcontract (dated 4-6-71) to
Vern Hoaglin Constr. Co. Inc. includes
all of this item @ 8.80 /Lin. ft.
= $88,000.

Actual quant. used 9517. lin. ft.
(see No. 4 below)

(There are 30 days liq. damages left = $9000) Behind time etc. and all claims are settled. – This was the job with non-spec subbase penalty which contractor finally agreed to.)

1. Note that the June 6, 1972 letter by Flynn confirming 10,000' order does not state a price.

2. Correspondence refers to work by Lzicar too. We find no subcontracts with Lzicar.

(over)

3. We are actually holding only $7645.90. It is a check dated 6-14-74 and is held in Accountant safe. (The other late payment of $553.00 was made and has been cashed.)

4. P.A. 23 reduced pay for barrier to $9.79 per lin. ft. for a change to cheaper reinforcing.

5. The spec. 107.28 uses the word "May". I do not think we have a clear enough case here to intervene on Flynn's behalf. We should hold the $7645.90 and encourage contractors to get together.

J. Bond.

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

#610
9-26

September 18, 1974

Mr. Fred B. Klaboe
Administrator and State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: Claim by Flynn Sand & Gravel Contract #7539

Dear Mr. Klaboe

On this contract, Flynn Sand & Gravel provided labor services and material to a subcontractor and did not file the required 90-day notice in order to have a claim against the contractor's bond.

There is, however, another statute covering this matter, ORS 279.314, and is sufficiently important that I will quote it in detail:

> "(1) Every public contract shall also contain a clause or condition that, if the contractor fails, neglects or refuses to make prompt payment of any claim for labor or services furnished to the contractor or a subcontractor by any person in connection with the public contract as such claim becomes due, the proper officer or officers representing the state, county, school district, municipality, municipal corporation or subdivision thereof, as the case may be, may pay such claim to the person furnishing the labor or services and charge the amount of the payment against funds due or to become due the contractor by reason of his contract.
>
> "(2) The payment of a claim in the manner authorized in this section shall not relieve the contractor or his surety from his or its obligation with respect to any unpaid claims."

RECEIVED
SEP 19 1974
Office of
Assistant State Highway Engineer
9-19-74
cy Kasey

REFERRED Coulter
STATE HIGHWAY ENGINEER
Please recommend action.
7

It would be my opinion that the claim of Flynn Sand & Gravel would fall in this category, and as the Highway Division still has sufficient funds on hand that have not been paid to cover this claim it would be my conclusion that if you so desire you could pay Flynn Sand & Gravel the full amount of their claim upon receipt of proper documentation of the claim and deduct the same monies still unpaid on the contract. I believe this documentation is in the file.

For your information, there remains a final payment and post-final payment due the contractor in the amount of $8,198.90, and the claim of Flynn Sand & Gravel was $8,119.15.

Flynn Sand & Gravel is represented by Mr. Gene Stunz of Nyssa. The general contractor is represented by Mr. Norman Kobin and we have had quite a bit of correspondence disagreeing over the interpretation of these two statutes as well as the provisions in the contract.

Mr. Kobin insists that the provisions in the statute I have quoted above are not applicable and I can see no valid basis for his contention that the failure to meet the 90-day notice requirement invalidates this particular statute. The failure to make the 90-day notice to the contractor merely prohibits the person furnishing the services, etc., from making a claim on the bond. The statute I have quoted allows the State agency, if they so desire, to pay a valid claim and has nothing whatsoever to do with the claim that a person furnishes services, etc., would have against the bond.

If you would like to discuss this matter with Mr. Barrie or myself, we would be most happy to do so.

Sincerely

Jack L. Sollis
Assistant Attorney General

ngc

W. RAY ROGERS • DONALD C ROGERS • GENERAL CONTRACTORS • Tel. 503 / 254-5517
President Vice Pr[illegible] Treasurer

ROGERS
CONSTRUCTION, INC.
11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

7539

October 14, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: Contract 7539

ATTENTION: Mr. A. E. Johnson

Gentlemen:

Reference is made to our telephone conversation of 11 October 1974 regarding bond policy required for release of payment check which we were advised by the Highway Department that check had been lost in the mail. It was later found the check was in the Highway Department files and, in fact, had not been mailed out.

Enclosed is a copy of the invoice from our insurance carrier with a copy of the check which paid the premium.

We respectively request a refund of our $76.00 premium costs.

Very truly yours,

ROGERS CONSTRUCTION, INC.

George M. Schweizer

George M. Schweizer
General Manager

GMS:kp
Enclosures
13-66

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
OCT 16 74
REFER TO Skoog - pls. Pay
FOR

NOTED
H.S. COULTER

cy Coulter
Tollis
Keaney

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date Oct 17 74

RECEIVED
OCT 17 1974
Office of
Assistant State Highway Engineer

24-4
1230

KIZER & ROGERS

P. O. BOX 16537
11760 N. E. GLISAN STREET – PORTLAND, OREGON 97216

No. 0199

[illegible] 76 AND 00 CTS

PAY

TO THE ORDER OF

GERLINGER, ARNOLD & REGER
201 AMERICAN BANK BLDG.
PORTLAND, ORE. 97205

DATE	AMOUNT
8/15/74	76.00

KIZER & ROGERS
COPY

NOT NEGOTIABLE

PORTLAND MAIN BRANCH FIRST NATIONAL BANK OF OREGON PORTLAND, OREGON

INVOICE	AMOUNT	DESCRIPTION OF PAYMENT	ACCOUNT NUMBER	AMOUNT	DISCOUNT	[illegible]
		Policy # Bond 35282714	507			76.00

KIZER & ROGERS
PORTLAND, OREGON

PLEASE DETACH BEFORE DEPOSITING

GERLINGER, ARNOLD & REGER

MEMBER OF NATIONAL ASSOCIATION OF INSURANCE AGENTS
201 AMERICAN BANK BUILDING – 226-7136
PORTLAND, OREGON 97205

INVOICE

7-18-74

Ray Kizer, Ray Kizer Construction Co.
& Roger Construction, Inc.
P.O. Box 16537
Portland, Oregon 97216

ACCT. NO. DBR:hes

COMPANY: Travelers

MORTGAGEE:

POLICY TERM	EFFECTIVE DATE	EXPIRATION DATE	POLICY NO.	CL.	CO	TR
7 yrs	7-5-74	7-5-81	Bond 352B2714			

DESCRIPTION OF COVERAGE	AMOUNT	PREMIUM
Lost Instrument (Warrant) Bond to the State of Oregon	$7,645.90	$76.00

507

TERMS: NET CASH CREDIT PLANS AVAILABLE

#7539 10-8-

STATE COPY

cc: OEHD (H S Coulter,
Wash DC (HHO-32)

U.S. [illegible]ARTMENT OF TRANSPORTATION
F[illegible]RAL HIGHWAY ADMINISTRATION

cst

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 22	COUNTY Baker	DIVISION Oregon
DATE OF REPORT October 8, 1974	REPORT MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-7(34)301
COMPLETION DATE June 22, 1973	ACCEPTANCE DATE BY CONTRACT AGENCY July 24, 1973	TIME ELAPSED 128 %	CONTRACT TIME 400 CWD
APPROVED EXTENSIONS 59 days	LOCATION The project begins at the Richland Interchange about ½ mile north of Baker, Oregon and proceeds southerly to the S. Baker Interchange about ½ mile south of Baker.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RICHLAND INTERCHANGE-S. BAKER INTERCHANGE SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

The subject project has been completed in reasonable conformance with the approved plans and specifications.

Acceptance is recommended.

NOTED
H.S. COULTER

RECEIVED
[illegible] 1974

10-15

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE R. A. Nichols Original signed by R. A. NICHOLS		SIGNATURE K. J. Valach Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 10-8-74	TITLE District Engineer	DATE OCT 11 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7539

September 26, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-7(34)401

FROM

C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7539 Work Completed June 22, 1973

Project Richland Intchge. - S. Baker Intchge.

Highway Old Oregon Trail

County Baker

Acceptance: Transportation Commission April 11, 1974

Federal Highway Administration July 24, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

DC:wm

cc: V. E. Skoog

7539

August 20, 1974

Mr. N. B. Kobin
Attorney at Law
Suite 800
610 S.W. Alder
Portland, OR

RE: Contract No. 7539
Richland Interchange - S. Baker Interchange Section of the Old Oregon Trail Highway
Claim of Flynn Sand and Gravel for material delivered to subcontractor Hoaglin Construction Co.

Dear Mr. Kobin

I have reviewed all of the information that has been forwarded to me by Flynn Sand and Gravel and it would appear that they had an agreement with Hoaglin to provide 9,500 feet of concrete median barrier at a price of $5.267 per foot. The records also indicate that this was delivered within the time requested by Hoaglin and the Hoaglin has only paid to Flynn Sand and Gravel the sum of $41,527.38 leaving a balance due of $8,509.12. The total amount of the claim was computed on the basis of 9,500 feet times $5.267 per foot for a total amount of $50,036.50.

This claim does appear to be valid and payable under the statutory requirements of ORS 279.314 and the provisions of Section 107.28 of the Standard Specifications.

Unless you can supply me with some valid legal reason why the claim is not valid or why the Highway Division should not pay this claim I intend to recommend to the Division that the amount claimed by Flynn Sand and Gravel of $8,509.12 be paid to them out of the money now retained by the Highway Division on this contract.

Sincerely yours

Jack L. Sollis
Assistant Attorney General

JLS:clh
cc: C. W. Head

#15309

OREGON STATE
HIGHWAY DIVISION
MATERIALS SECTION
SALEM, OREGON 97310

NOTED
H. S. COULTER

August 13, 1974

RECEIVED
AUG 14 1974
Office of
Assistant State Highway Engineer

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer-Martin Co.
1727 N. E. 11th Ave.
Portland, OR 97212

Dear Mr. Gilsdorf:

Thank you for reminding me of our guardrail post problem by your telephone call of the 12th.

Part of the reason for my delay in responding to your letter of May 20 was lack of a suitable solution to the field portion of the problem. The rest of the delay was the result of being very busy with other problems.

As I indicated on the 12th, the Materials Laboratory had previously (November 22, 1972) accepted the responsibility for the cost of sorting and cleaning of acceptable posts returned to your yard with "Reject" markings. These markings prevented their sale to other buyers. However, at the time we agreed to paying this cost, there had been no discussion of the State having an obligation with respect to field charges. Had the field charges been brought up at that time through the prime contractors, more might have been accomplished toward the resolution of that part of the problem.

In my letter of November 22, 1972 I had stated that the posts and blocks should be separated into three piles: pile 1 fully conforming with the specifications, pile 2 conforming with the requirements of a price agreement, and pile 3 not meeting specifications. The State would pay the handling and cleaning costs of piles 1 and 2; Niedermeyer-Martin would pay the handling and cleaning costs of pile 3. No objection to this arrangement, arrived at by discussion with Messrs A. E. Johnson and C. T. Keasey, was raised by Niedermeyer-Martin. Subsequently, General Testing & Inspection Agency, Inc., in their memo of January 26, 1973 stated that 584 of 816 posts, or 71.56%, fully conformed with the specifications and 294 of 341 blocks, or 86.22%, also conformed with the specifications. You calculated a weighted average of 75.88% of posts and blocks as meeting the specifications. (There was no "pile 2" since no price agreement was entered into.) The total cost of sorting and cleaning, labor and equipment, was $762.50 (adjusted from $900). Under the terms of my November 22, 1972 letter, the Materials Lab is responsible for 75.88% or $578.58 of this cost.

I realize that your company incurred some cost in removing "Reject" markings from posts and blocks which did not meet specifications in order to make them more salable to other purchasers. Under the terms of my November 22 letter the costs of handling and cleaning these items was to be borne by your company.

Our purchase order for $578.58 is enclosed.

Sincerely,

JCJ

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: A. E. Johnson
H. S. Coulter
C. T. Keasey
E. J. Rief

Niedermeyer
Martin

May 20, 1974.

Oregon State Highway Division,
Materials Section,
Salem, Oregon 97310.

RECEIVED
MAY 21 1974
MATERIALS DIVISION
OFFICE

Attention: Mr. John C. Jenkins,
Engineer of Materials.

Reference: Your letters of 2/11/74 and 5/15/74.

Dear Mr. Jenkins:

Please excuse the long delay in answering your letter of 2/11/74. I have been in a quandary for sometime as to what action to take concerning this most unfortunate situation, and have been unable to reach a viable solution.

The summation of responses listed in your letter of 2/11/74 do not show clear thinking on the part of your field personnel and also point out the problems regarding field inspection. I could go into a long dissertation refuting each of the responses of the field personnel, but at this time I do not think it would be wise.

The unrefutable facts concerning the rejected posts and blocks on Contract Nos. 7395, 7514 and 7539 are as follows:

1. 816 posts and 341 blocks were rejected in the field and returned to Pacific Wood Treating Corporation.
2. Certain costs (unverifiable by your personnel at this time) were incurred in the field in handling the rejected posts and blocks.
3. The rejected posts and blocks were reinspected by your personnel at Pacific Wood Treating Corporation, Ridgefield, Washington. The results of that inspection were summarized in General Testing & Inspection Agency, Inc. letter of 1/26/73. 75.88% of the posts and blocks rejected by your field personnel did conform to the specifications in existence at the time of their rejection.
4. The men from Pacific Wood Treating Corporation handled and cleaned the reject marks from the posts and blocks

Continued on Page #2.

RECEIVED
AUG 15 1974
Office of
Assistant State Highway Engineer

Niedermeyer-Martin Co. 1727 N.E. 11th Ave. Portland, Oregon 97212 503/287-2411 Telex 36-0617 Cable/Niedo

3 men at 16 man hours each = 48 hours @ $12.50 per hour	$600.00
1 Forklift operator 6-1/2 hours @ $25.00 per hour	162.50
	$762.50

Our Invoice No. 58485-RG-58 dated 7/13/73 corrected by our letter of 1/30/74 to read $2,279.61 can be broken into two distinct parts:

Part 1 - Jobsite Handling of rejected posts and blocks.	$1,517.11
Part 2 - Reinspection, handling and cleaning . .	762.50
	$2,279.61

By your letter of 2/11/74 you have agreed with Part 2 and made no allowance at all for Part 1. This is an illogical and unjustifiable position. Although at this late date there is no physical way to verify the time spent at each project to handle the rejected posts and blocks; obviously there was substantial time spent in unloading, spreading along the highway grade, and reloading of the posts and blocks incorrectly rejected by your field personnel. Of the material rejected by your personnel, we wish to emphasize that over 75% was in exact accordance with the specifications in existence at the time they were rejected.

In my letter of July 13, 1973, I asked you to note that we did not include in our invoice to the State of Oregon any additional trucking charges. As we had to freight the rejected material from three different geographical locations back to our plant and replace it, the additional trucking cost was substantial. We have only submitted an invoice to the State of Oregon for the man hours back-charged to us by the subcontractors and for our time in proving that the State of Oregon was wrong in making such a substantial rejection in the field.

We ask that the State of Oregon re-evaluate its unfair position and promptly remit full payment of our Invoice No. 58485 in the amount of $2,279.61.

Cordially,
NIEDERMEYER-MARTIN CO.,

By
Robert Gilsdorf,
Sales - Special Products.

RG/slp

OREGON STATE
HIGHWAY DIVISION

May 15, 1974

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer-Martin Co.
1727 N. E. 11th Ave.
Portland, OR 97212

Dear Mr. Gilsdorf:

On February 11, 1974, I wrote you concerning alleged extra costs for handling, cleaning and inspection of guardrail on several Oregon highway contracts. In this letter I stated that our field personnel had disclaimed responsibility for rejections which may have occurred on the projects, these rejections having been for cause. I also stated that the Materials Section believed its responsibility for cleanup and regrading of posts was limited to $578.58 under the terms of my November 22, 1972 letter to you.

This matter has been on the books for a number of months. Have you determined how you would like to resolve it?

Sincerely,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: H. S. Coulter

RECEIVED
MAY 16 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

E-123

OREGON STATE
HIGHWAY DIVISION

MATERIALS SECTION
SALEM, OREGON 97310

RECEIVED
FEB 12 1974
Office of
Assistant State Highway Engineer

February 11, 1974

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer-Martin Co.
1727 N. E. 11th Ave.
Portland, OR 97212

Dear Mr. Gilsdorf:

Your letter of July 13, 1973 and modification dated January 30, 1974, relating to alleged extra costs for handling, cleaning and inspection of guardrail posts and blocks have been discussed with the engineers involved:

I. Contracts 7395, 7514 and 7539 - Mr. W. E. Schwartz
II. Contract 7697 - Mr. D. H. Haller, Jr.
III. Contract 7499 - Mr. G. Wimer
IV. Plant cleaning and inspection - Mr. E. J. Fief

The following is a summation of responses from each of these persons.

I. Contracts 7395, 7514 and 7539.

1. The field personnel cannot verify the time and equipment charges claimed by the subcontractor.
2. Field personnel plainly marked reject posts because they believed the subcontractor was moving posts from job to job in order to slip them past a field inspector.
3. The field personnel will not accept any costs incurred in moving posts from the La Grande stockpile to a job to Ridgefield and back to La Grande because the posts were not handled in accordance with the agreement with the subcontractors and supplier.
4. Posts rejected in the field were rejected for adequate cause.
5. The claim is not justified and not documentable.

II. Contract 7697

1. 630 posts were delivered whereas only 529 posts were required.

NOTED
H.S.COULTER
K

2. Of 69 posts rejected for checks, shakes and splits, 48 had splits through the bolt hole and could have been salvaged by bolting as provided by the specification but the subcontractor declined.

3. 6 posts were rejected due to unloading damage; 1 was rejected for lack of bolt hole; 9 were rejected because of construction damage.

4. 550 blocks were received, of which 21 were surplus, but there were no rejections because the blocks were sorted before loading.

5. The subcontractor's claim of 24 manhours to handle 110 posts is excessive, and not justified as a cost to the State in view of rejections for cause.

III. Contract 7499

1. Equipment and labor charges claimed by the subcontractor cannot be verified by the field personnel.

2. A price agreement to reduce specification requirements for posts was discussed but never signed.

3. Inspection of rejected posts by John Jenkins and Ed Rief on August 28, 1972 on the project confirmed that rejections were justified. Subsequent rejections were on the same basis by the same field personnel.

IV. Plant Cleaning & Inspection

1. Fork lift and operator hours are in error. Should be only 6½ hours, not 12.

I would like to add the following general comments:

a) The proposed reduced specifications did not apply to any of these projects because no price agreements were entered into.

b) The normal procedure for subcontractor claims is to submit them through the prime contractor to the project engineer. This was apparently not done on any of these projects and a claim at this date (or on July 13, 1973) would seem to be ruled out because the projects were accepted in the Spring of 1973.

c) My letter to you, dated November 22, 1972 dealt only with the sorting and cleaning of posts in the yard at Ridgefield.

d) My letter stated that posts should be separated into 3 piles, pile 1 being those which conformed with the standard specifications, pile 2 being those which conformed with the modified specification, and pile 3 being all others. The State was to pay the cleaning and handling costs of piles 1 and 2. Since no agreement was reached to purchase under a modified specification, only pile 1 met the specifications and might be eligible for payment.

e) My letter of November 22 anticipated that the regrading of posts would be by your personnel with spot checks by personnel from Ed Rief's office, and perhaps by grading association personnel, upon completion of the sorting. The statement from General Testing & Inspection dated January 26, 1973 would imply that the cleaning and regrading was performed by them, probably at significantly higher cost.

The revised General Testing statement, based on your January 30, 1974 letter, should read:

3 men 16 hours each - 48 manhours @ $12.50 hr. = $ 600.00
1 fork lift and operator 6½ hours @ $25.00/hr. = $ 162.50

$ 762.50

75.88% of this amount would be $ 578.58.

It is my opinion that under the terms of my November 22, 1972 letter this is all the payment that this office is responsible for. If you still feel that additional money is due you I can only suggest that the normal claims route be investigated further.

Very truly yours,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: A. E. Johnson
H. S. Coulter
C. T. Keasey
E. L. Hardt
C. O. Fredrickson
W. E. Schwartz
E. J. Rief

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1973

SUBJECT: Niedermeyer-Martin Co.
Guardrail Posts

To:

Mr. A. E. Johnson
Deputy State Highway Engineer
OFFICE

We have received the enclosed letters and invoice relating to the cost of handling, cleaning and reinspecting guardrail posts and blocks from a number of projects in 1972, including:

Bubbs Ranch, Contract 7395
Richland Interchange, Contract 7539
Powder River, Contract 7514
Halsey Interchange, Contract 7499
N.W. 185th Ave., Contract 7697

Refer to my letter to Mr. Gilsdorf dated November 22, 1972 in which, after discussion with you and Mr. Keasey, I indicated that the State would pay for cleaning and handling of improperly marked posts in Niedermeyer-Martin's yard at Pacific Wood Treating, Ridgefield. This letter did not mention the State's involvement in backcharges by the guardrail contractors, nor charges by an outside inspection agency for reinspection (it is not clear at this point whose people performed the sorting, cleaning and regrading in the yard).

We are attempting to determine the truth of time and equipment statements submitted by the guardrail contractors and will obtain information from Ed Rief on the time and equipment charges for work at the plant.

Should this invoice be paid direct to Niedermeyer-Martin, assuming it is correct, or should each segment be handled through the appropriate prime contractor? ✓

John C Jenkins

JOHN C. JENKINS
Engineer of Materials & Research

RECEIVED
STATE HWY ENGR
AUG 6 '73
REFER TO

FOR

Info	Invest	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

JCJ:go

cc: C. T. Keasey
L. W. Rulien
C. O. Fredrickson
W. E. Schwartz
E. J. Rief
H. S. Coulter

SP*32475-734

RECEIVED
AUG 7 1973
Office of
Assistant State Highway Engineer

NOTED
A. E. JOHNSON

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1973

SUBJECT: Niedermeyer-Martin Co.
Guardrail Posts

To:

Mr. Wendell E. Schwartz
Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

We have received the enclosed letters and invoice relating to the cost of handling, cleaning and reinspecting guardrail posts and blocks from a number of projects in 1972, including:

Bubbs Ranch, Contract 7395
Richland Interchange, Contract 7539
Powder River, Contract 7514

We have been unable to make much headway on checking this claim, including, of course, verifying time and equipment charges on the projects involved. Any assistance your office can provide in resolving this problem will be greatly appreciated.

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:go

cc: A. E. Johnson
H. S. Coulter
C. T. Keasey

SP*32475-724

Niedermeyer
Martin

July 13, 1973.

State of Oregon,
Oregon State Highway Division,
Materials Section,
Salem, Oregon 97310.

Attention: Mr. John C. Jenkins,
Engineer of Materials and Research.

Reference: Our various correspondence regarding rejected guard rail posts and blocks (our letter of November 16, 1972, your letter of November 22, 1972, and our letter of December 1, 1972.)

Dear Mr. Jenkins:

Attached you will find a copy of General Testing & Inspection Agency, Inc.'s Report dated January 26, 1973, on the rejected guard rail posts and blocks returned to Pacific Wood Treating Corporation, Ridgefield, Washington. Also attached you will find a copy of the backcharge statements from Coral Corporation and Hoaglin Construction Co. covering field handling costs for separating, removing, and stockpiling rejected material. Also enclosed you will find our Invoice No. 58485-RG-58 in the amount of $2,383.95 to the State of Oregon, State Highway Division, covering your portion of the cost involved in this unfortunate situation. You will note that we have not included the trucking charges to return the rejected posts and blocks to Ridgefield, Washington as it is almost impossible to isolate these costs.

In reference to Hoaglin Construction Co's claim letter of October 26, 1972, we have only included in the backcharge statement to the State of Oregon Points No. 1, 2, 3, 4, 5, and 6 and the time charges in Point No. 8 only. Their backcharge for the cost of the posts and blocks returned is not part of this statement.

In reference to Coral Corporation's Invoice No. 572 dated November 7, 1972, we have only included Points A and B. The balance of their backcharge statement does not refer to the reject post problem with the State of Oregon.

Of the rejected guard rail posts and blocks returned from the referenced jobs, 403 posts and 874 blocks were returned to the La Grande stockpile without any further handling on our part. This left 816 posts and 341 blocks to inspect at Pacific Wood Treating Corporation. This stock was inspected by your representatives along with Mr. Oddvar Nass from General Testing & Inspection Agency, Inc. As you can see from the report, 71.56%

RECEIVED
JUL [illegible] 1973
MATERIALS DIVISION

(Continued on Page No. 2)

Niedermeyer-Martin Co. 1727 N.E. 11th Ave. Portland, Oregon 97212 503/287-2411 Telex 36-0617 Cable/Niedo

State of Oregon,
Oregon State Highway Division,
Materials Section,
Salem, Oregon 97310.

July 13, 1973.

of the posts and 86.22% of the blocks met the existing requirements of the Oregon State Highway Department specifications. By using the weighted average method, we have come up with an average of 75.88% of the material met the State of Oregon Highway Department specifications. We have, therefore, invoiced the State of Oregon for 75.88% of the field costs on the part of Hoaglin Construction Co. and Coral Corporation for handling rejected posts and blocks.

We have also invoiced the State of Oregon for 75.88% of the man hours spent at Pacific Wood Treating Corporation to inspect and remove the reject marks from the posts and blocks.

The attached invoice in no way truly reflects the total cost involved concerning the unfortunate problems that occured at the various jobsites last Summer, Fall, and Winter. As the State of Oregon's field inspectors were incorrect in rejecting as many posts as they did, we feel that the attached invoice is a legitimate and fair backcharge to the State of Oregon and prompt payment should be made.

Thank you.

Cordially,

NIEDERMEYER-MARTIN CO.,

By
Robert Gilsdorf,
Sales - Special Products.

RG:cp
Enc.

Copies to
A E Johnson
H S Coulter
C T Keasey
L W Rulien
C O Fredrickson
[illegible]

GENERAL TESTING & INSPECTION AGENCY, INC.
P.O. BOX 17246 • 2015-19 N. KILPATRICK, PORTLAND, OREGON 97217 • AREA CODE 503 - 285-3631
P.O. BOX 876, HEALDSBURG, CALIFORNIA 95448 AREA CODE 707 - 433-4787
P. O. BOX 53, ALTA LOMA, CALIFORNIA 91701 AREA CODE 714 - 987-1232

TO: Bob Gilsdorf
FROM: Odd Nass
SUBJECT: Returned Guardrail Posts and Blocks
DATE: January 26, 1973

After careful inspection of each post and block and removal of all objectionable markings, our findings are as follows:

		8x8 - 6'		
Posts - which conform to current specification (Pile #1)		584	=	71.56%
Posts - which conform to modified specification (Pile #2)		155	=	19.00%
Posts - which do not conform to specification (Pile #3)		77	=	9.44%
	TOTAL	816		100.00%

		8x8 - 14"		
Blocks - which conform to specification (Pile #1)		294	=	86.22%
Blocks - which do not conform to specification (Pile #3)		47	=	13.78%
	TOTAL	341		100.00%

Time required to inspect and clean posts and block:

Three men 16 hrs. each = 48 man hrs. @ $12.50/hr. = $600.00

One fork lift & operator 12 hrs. @ $25.00/hr. = $300.00

RECEIVE
JUL 16 1973
MATERIALS DIVISION
OFFICE

LUMBER INSPECTION FIELDWORK CONSULTATION LABORATORY

AFFILIATIONS
American Chemical Society, American Society for Testing Materials, American Wood Preservers Association, Forest Products Research Society, American [illegible]
[illegible]

November 22, 1972

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer - Martin Company
1727 N. E. 11th Avenue
Portland, Oregon 97212

Dear Mr. Gilsdorf:

Thankyou for your resume of guardrail post problems currently awaiting resolution. I have discussed the probable solution to these problems with Messrs. A. E. Johnson and Carroll T. Keasey and the following is the position we have taken.

There have been a number of guardrail posts returned to the plant at Ridgefield with various forms of obvious reject marks made on them. Some of these posts you contend are fully within our specifications. All of them you say have been reduced in value by reason of the marking applied to them. Some of these posts are from the storage at LaGrande which had been borrowed to complete orders, only to be rejected and sent to Ridgefield.

First, all posts in storage at LaGrande received only plant inspection by Ed Rief's personnel prior to being put into storage. Therefore, there were probably the usual 1 or 2 percent rejects in this material, which normally would have been weeded out had the bundles been opened on the project site last fall. Since these rejects were not removed last fall, and since the posts have continued to weather over the last year, when these posts were put into service this fall a greater number of rejects would be expected. These posts are expected to comply with the current specifications for the projects on which they will be used, but all posts failing to meet the specifications should be returned to the storage area at LaGrande, not returned to the plant at Ridgefield.

The number of posts and blocks from LaGrande storage which will have to be replaced by you, when post stock is again available, is the total number borrowed, less those returned to LaGrande as rejects.

Note to Rief asks him to keep eye on costs of cleaning & sorting, also keep an eye on LaGrande storage posts removed.

Therefore, the first item of business at Ridgefield is to separate all those posts which should have been returned to LaGrande. The posts remaining should then be examined by your quality control people and separated into three piles, and at the same time the reject markings should be removed by wire brushing or scraping or other means.

Pile 1 should include all those posts or blocks which conform in all respects to the current specifications.

Pile 2 should include all those posts or blocks which could be purchased at a reduced price on the same basis as the price agreement written for the Halsey Interchange-Lane County Line project, i.e., the depth of single or opposite checks in post tops is permitted to increase to the point that only 2 inches of sound wood remains between check bottoms; post bottoms will be viewed more leniently; otherwise the post is to conform to the specifications.

Pile 3 should include all posts not acceptable for full price or on price agreement.

The State will pay the costs of cleaning and handling associated with piles 1 and 2. Wiessenmeyer-Martin will pay cleaning and handling costs associated with pile 3.

Upon completion of sorting and cleaning of piles 1 and 2, personnel from Ed Rief's office will spot check piles 1 and 2 to determine agreement with the plant quality control decisions as to pile assignment.

The Project Engineer has the responsibility of determining that material incorporated into his project meets specifications. The Region Office works with him in accomplishing this goal. The Construction Section, and to some extent the Materials Section, works with the Region and Project Personnel on an advisory basis to see that the Project Engineer and his people are properly trained. To this end the Construction Section sponsors annual Resident Engineer/inspector seminars in the several regions of the Highway Division. A series of these seminars is planned for this winter, probably January. Mr. Walt Leech of Western Wood Products Association has offered to supply personnel to conduct training courses on guardrail post grading at these seminars. In the meantime we will take such steps as are possible to see that the field inspectors know how to interpret the grading rules.

We would welcome an opinion from a lumber grading association as to the true nature of the "defects" which caused rejection. Since in almost all cases the "defects" are of a type which would be altered with age (checks), the reinspection would have to be informal, since Section 300(b) of Rules No. 16 and Section 5.31 of the WWPA rules indicate the characteristics changed by time may not be made the basis of a formal reinspection. Perhaps you can arrange for such a consultation with Ed Rief in the plant at the time of his re-evaluation after the posts are cleaned and sorted. If you wish to arrange similar consultations with the personnel on the North Powder, Baldock and Richland Interchange projects concerning the rejected posts which are still located at the project site, I suspect you could make such arrangements through the Region Engineer, Mr. W. E. Schwartz, in LaGrande.

A recent directive issued by Mr. C. T. Kassey, Construction Engineer, has instructed field personnel to stop painting the word "Reject" on posts. Instead, rejected posts are to be identified by pounding out with a ball peen hammer the "(S)" stamp put on the top of the post at the plant by Ed Rief's people and marking this obliteration with a small "X" made with crayon.

I hope these provisions will resolve the problems which have plagued us since mid-summer.

Very truly yours,

GEORGE H. BALDWIN
Administrator of Highways

By

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:eb

cc: A. E. Johnson
C. T. Kassey
J. B. Boyd
W. E. Schwartz
E. J. Rief

Coral Corporation

135 E. HEREFORD STREET
GLADSTONE, OREGON 97027

Phone: (503) 656-0601

572

DATE 11/7/72

Factory No. **Salesman**

Customer's Order No.

TERMS

F.O.B.

DATE SHIPPED

SHIPPED VIA

SOLD TO
Niedermeyer-Martin Company
1727 N.E. 11th Avenue
Portland, OR. 97212
ATTENTION: BOB GILSDORF

Shipped To

QUANTITY ORDERED	QUANTITY SHIPPED	DESCRIPTION	UNIT PRICE	AMOUNT
		Summary of backcharges - see attached sheets for detail		
		Halsey Interchange		$ 883.58
		Powder River		363.76
		Alder Creek		1,012.68
		Randle-Yakima		1,108.59
				3,368.61
		Less unearned cash discounts		512.32
		Total now due		$2,856.29

The goods specified herein were produced in compliance with the requirements of the Fair Labor Standards Act of 1938 as amended.

Niedermeyer-Martin Company

Backcharge covering:

A. Separating, removing and stockpiling rejected guardrail posts and lost time waiting for material to be shipped to the jobsite at Halsey Interchange on 8/16/72, 8/22/72, 8/24/72, 8/25/72, 10/2/72, 10/3/72 and 10/4/72:

Labor	Hours	Rate	Amount	
Operator foreman	21.5	$8.74	$187.91	
Supervisor	12	8.26	99.12	
Oiler	6	7.68	46.08	
Laborer	25.5	6.35	161.92	$495.03
Taxes and insurance				74.25
Equipment				
3/4 ton pickup	25.5	3.10		79.05
Texoma - 3 3/4" kellybar	6	20.00		120.00
				768.33
Overhead 15%				115.25
		Total Halsey Interchange		$883.58

B. Same as above re Powder River on 9/29/72, 10/4/72, 10/10/72 and 10/11/72:

Operator foreman	10	8.74	87.40	
Supervisor	3	8.26	24.78	
Oiler	2	7.68	15.36	
Laborer	15	6.35	95.24	$222.79
Taxes and insurance				33.42
3/4 ton pickup	3	3.10	9.30	
2 ton flatbed	5	4.00	20.00	
Punch - 3 3/4" kellybar	2	15.40	30.80	50.10
				316.31
Overhead 15%				47.45
		Total Powder River		$363.76

C. Difference is cost of 348 - 8" x 8" x 6' Oregon treated wood posts between agreed price of $5.14 ea. and J.H. Bater price of $8.05 ea. for Alder Creek job.

384 x $2.91 $1,012.68

D. Time lost while crew waited for delivery of posts promised on 10/23/72, 10/24/72 and 10/25/72 re Randle-Yakima job. Posts were delivered at 1:00 P.M. on 10/25/72:

Labor	Hours	Rate	Amount	
Operator foreman	(1) 42	8.74	367.08	
Laborer	(1) 21	6.35	133.35	$500.43
Taxes and insurance				75.06
3/4 ton pickup	(1) 21	3.10	65.10	
Auger/driver w 3 3/4" kellybar	(1) 21	15.40	323.40	388.50
				963.99
Overhead 15%				144.60
				$1,108.59

(1) Includes movement of equipment in and out of jobsite and idle time on equipment.

PHONE [illegible]
[illegible] STREET

Coral Corporation
P. O. BOX 258
GLADSTONE OREGON 97027

November 7, 1972

Niedermeyer-Martin Company
1727 N.E. 11th Avenue
Portland, OR. 97212

ATTENTION: BOB GILSDORF

Dear Bob:

I want to extend my appreciation for the approach you took last Friday to help us with some of our Oregon post problems. You can be sure we will make every attempt possible to assist you in resolving the matter with the State of Oregon in the future.

Since we discussed a number of mutual problems, I think a summary of the results of our meeting is in order:

Cash discounts:

You indicated, as supported by a schedule of unearned discounts and outstanding invoices, that Coral had taken $512.32 of discounts in error. Although we consistently did not receive the invoices for 3 to 5 days from the indicated mailing date I cannot quibble with your allegation. We have therefore given you a credit for this amount against our invoice (copy attached). In addition we established that all material would be sold to Coral Corporation under terms of 2% discount if paid by the 10th (prox.) of the month following the date of receipt of the material.

Down time and handling costs:

We agreed that Niedermeyer-Martin Company would reimburse Coral Corporation for time lost due to failure to deliver material when specified by Niedermeyer. In addition, costs incurred by Coral in handling rejected materials would also be reimbursed. Enclosed is a copy of our invoice covering these amounts, which is detailed by contract.

Excess acquisition costs:

Coral is to be reimbursed for the difference in cost between that previously agreed with Niedermeyer ($5.14 per post) and that incurred by Coral in acquiring the material from J.H. Baxter at $8.05 per post. This material consisted of 348 posts used at our Alder Creek job. This amount is also included in our invoice.

The number of posts shipped to and rejected at Halsey and Powder River is apparently somewhat of an enigma at this point. When we can get all the billings together on these jobs we will attempt to relate the number of posts billed to the number installed on the job according to our field reports and billing records.

There were a number of past due invoices on the unearned discount recap. Invoices 55112 and 55184 are in the Swamp Creek problem re. Shaffer Engineering & Construction Company. We have filed a lien against their bond on November 3, 1972. We have previously paid a number of invoices on this job. Invoices 55377 and 55666 were being held pending a final agreement on the problems at our Halsey Interchange job.

Since the State of Oregon is holding back funds on our Halsey job equivalent to the value of posts taken from their stockpile in La Grande the discount period should begin on the shipment when we are billed. I understand that you will bill us for the posts after you have replaced those taken from the State stockpile.

I think I have covered everything that we discussed and agreed upon. If you have any additional comments, please give me a call.

Very truly yours,

Lawrence E. Bosworth, C.P.A.
Controller

LEB/sls

Niedermeyer
Martin

Niedermeyer-Martin Co. 1727 N.E. Eleventh Ave., Portland, Oregon 97212 · 503/287-2411. Telex No. [redacted]. Cable/NIEDO

SOLD TO
State of Oregon,
Oregon State Highway Division,
Materials Section,
Salem, Oregon 97310.

INVOICE NO 58485-RG-53 36-0617

SHIP TO (SAME AS SOLD TO UNLESS NOTED)

Remittances must be made in funds bankable at par in Portland. If remittance is made in local checks exchange will be charged to your account. Drafts on New York, Chicago or San Francisco will be accepted at par. Interest at 6% after maturity. All claims must be made within five days from receipt of shipment, and accompanied by original receipted freight bill. If claim be made account of grade, stock must be held intact until claim has been satisfactorily adjusted. Shortage claims must be supported by affidavit, showing complete piece tally of car as unloaded, also copy of notification of shortage to Railroad Agent and car seal record. Damage claims must be accompanied by written statement of Railroad Agent.

YOUR ORDER NO.	OUR ORDER NO.	TERMS OF PAYMENT Net 30 Days	DATE 07/13/73
SOLD F O B		ROUTE VIA	CAR NO.

THIS INVOICE IN THE AMOUNT OF $2,383.95 IS ISSUED PER ATTACHED LETTER DATED 7/13/73.

TOTAL AMOUNT OF THIS INVOICE $2,383.95

RECEIVED
JUL 16 1973
MATERIALS DIVISION
OFFICE

dkm

ORIGINAL

VERN HOAGLIN CONSTRUCTION CO., INC.
P.O. Box 537, [illegible], Oregon [illegible]
(503) 643-3148

October 26, 1972

Niedermeyer-Martin Co.
1727 N.E. Eleventh Ave.
Portland, Oregon 97212

Attention: Bob Gilsdorf

RE: Backcharges

Gentlemen:

The following is a breakdown of backcharges which we have discussed in prior weeks and months relating to defective material.

X (1) August 22, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 laborer	4 hours @ $8.83	$ 35.32 ✓	
1 operator	4 hours @ $11.48	45.92 ✓	
1 teamster	4 hours @ $9.73	38.92 ✓	
2 ton truck	4 hours @ $4.60	18.40 ✓	$ 138.56 ✓

X (2) August 24, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 operator	2½ hours @ $11.48	28.70 ✓	
1 teamster	2½ hours @ $ 9.73	24.32 ✓	
2 ton truck	2½ hours @ $ 4.60	11.50 ✓	64.52 ✓

X (3) August 28, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 operator	6 hours @ $11.48	68.88 ✓	
1 teamster	6 hours @ $ 9.73	58.38 ✓	
2 ton truck	6 hours @ $ 4.60	27.60 ✓	154.86 ✓

VERN HOAGLIN CONSTRUCTION CO., INC.
P.O. [illegible] Oregon [illegible]
[illegible] 648-3148

Page 2

X (4) August 29, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 operator	6 hours @ $11.48	68.88 ✓	
1 teamster	6 hours @ $ 9.73	58.38 ✓	
2 ton truck	6 hours @ $ 4.60	27.60 ✓	154.86 ✓

X (5) September 7, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts and blocks.

1 operator	3 hours @ $11.48	34.44 ✓	
1 teamster	3 hours @ $ 9.73	29.19 ✓	
1 laborer	3 hours @ $ 8.83	26.49 ✓	
2 ton truck	3 hours @ $ 4.60	13.80 ✓	103.92 ✓

X (6) September 11, 1972 - Contract 7539 - Richland Interchange
Sorting and stacking rejected posts.

1 operator	3 hours @ $11.48	34.44 ✓	
1 laborer	3 hours @ $ 8.83	26.49 ✓	60.93 ✓

(7) Shipment dated August 16, 1972 your shipment number 26128-RG for Contract 7539 - Richland Interchange the following materials were rejected by the Oregon State Highway Department:

Posts	300 @ $6.90 EA	2,070.00 ✓	
Blocks	103 @ $1.55 EA	159.65 ✓	2,229.65 ✓

TE

Quantities
To Be
Unverified
E-1 [illegible]

X (8) Shipment dated August 23, 1972 your order no. 26228-RG for contract 7697 - N.W. 185th Ave. the following materials were rejected by the Oregon State Highway Department and were returned.

Posts	110 @ $6.[illegible]	726.00 ✓	
1 operator	6 hours @ $11.48	68.88 ✓	
1 teamster	6 hours @ $ 9.73	58.38 ✓	
2 labors	12 hours @ $ 8.83	105.96 ✓	
Lowboy	6 hours @ $13.92	83.52 ✓	1,042.74 ✓
		316.74	

VERN HOAGLIN CONSTRUCTION CO., INC
P.O. [illegible]
(503) 643-3143

Page 3

(9) August 18, 1972 Returned to Niedermeyer-Martin Co. rejected posts and blocks from Hoaglin Construction Cornelius yard.

Posts	167 @ $5.90 EA	985.30 ✓	
Blocks	199 @ $1.30 EA	258.70 ✓	1,244.00 ✓

NO!

(10) Sorted and hauled the above posts and blocks.

1 operator	8 hours @ $11.48	91.84 ✓	
1 teamster	11 hours @ $ 9.73	107.03 ✓	
Transport	5 hours @ $13.92	69.60 ✓	268.47 ✓

X (11) Enclosed is an invoice previously sent for materials you could not supply. 0-33415 kg

707.40

TOTAL AMOUNT OF BACKCHARGES $ 6,169.91

MEMO: Total quantity on rejected posts and blocks for Contract 7395 - Bubbs Ranch will follow later.

Yours truly,

VERN HOAGLIN CONSTRUCTION CO., INC.

Robert Wong

RW/sb

HENIGSON, STUNZ & FONDA
ATTORNEYS AT LAW

HAROLD HENIGSON
GENE STUNZ
STEPHEN S. FONDA

106 MAIN STREET
NYSSA, OREGON 97913
503 372-2268

August 7, 1974

RECEIVED
AUG 12 1974
LEGAL

NOTED
JACK L. SOLLIS

Mr. Jack L. Sollis
Assistant Attorney General
Department of Justice
106 State Office Building
Salem, Oregon 97310

Re: Flynn Sand and Gravel, Inc.
Contract No. 7539

Dear Mr. Sollis:

Thank you for your letter of August 5, 1974.

I concur that the price Flynn accepted is $5.267 per foot for the barriers. Flynn delivered 9,500 feet of barriers on this contract and the last of the barriers was delivered prior to the deadline of November 24, 1972. To confirm that fact I am enclosing a copy of a letter, dated March 20, 1973, from Johnny Flynn, Vice President of Flynn Sand and Gravel, to Roger Construction. The copy I have to work from is very faint but I believe that you can make out the desired information.

The Flynns delivered the barriers to Hoaglin as a supplier to Hoaglin. Lzicar had a separate contract with Hoaglin to place the barriers in place on the highway, grout them and finish them in accordance with the State's standards.

Flynn delivered all of 9,500 feet of barriers to the job by November 24, 1972, however, Lzicar had only about 20% of the work done in putting the barriers in place by the time weather made further work in the winter of 1972 impossible. Approximately 80% of the work by Lzicar was done in the Spring of 1973.

As a result the resident engineer decided in December of 1972, that he would treat both Flynn and Lzicar as a unit supplier and make payment on the basis of 7,500 feet completed. This action was contested by Flynn because it had completed its portion of the contract and the fact that Lzicar had not completed his work had no bearing on Flynn's performance. However, payment was made to Hoaglin on that basis and Hoaglin made its own distribution of the funds between Lzicar and Flynn. We believe that Hoaglin retained a portion of the money it received from Rogers for payment to the two suppliers. There never was at any time any dispute between Flynn and Lzicars. The disputes were between Lzicar and Hoaglin and Flynn and Hoaglin because each of them had additional funds due from Hoaglin.

There was never any late delivery penalty assessed by Hoaglin against Flynn because the materials were delivered in a timely manner.

The late charges mentioned in correspondence from Flynn to Hoaglin appears to me to be without foundation. It is common practice for material suppliers to have a notation on their statements that unless payment is made by the 10th of the following month a 1% per month assessment will be made for carrying charges and interest. Flynn evidently notified Hoaglin that, it too would assess a 1% per month charge. It appears to me that the amount of interest allowed by statute, in the absence of some agreement to the contrary, is 6% per annum which is 1/2 of 1% per month. I believe that the late charge indicated by Flynn in its correspondence and billings should be disregarded and the total amount payable from Hoaglin to Flynn should bear interest at the rate of 6% per annum from January 1, 1973, which is more than 30 days after the last delivery of barriers by Flynn.

Should you desire any further information, I will be happy to provide it.

Thank you.

Very truly yours,

Gene Stunz

Gene Stunz

GS:zc

Hoagland –
[illegible] – [illegible]

Ph.# 284-5517

[illegible]

Dear Sir:

In regards our telephone conversation this date I am sending you the below listed information.

Original Billing	52,250.00
Less .25¢ per foot for wire	3,213.00
	49,037.00
Late charges added	609.53
	49,646.53
Payment received 2/6/73	37,527.38
	12,119.15
Payment received 5/6/73	4,000.00
	8,119.15
Less 5% Retainage	2451.85
Balance Due	5,667.30

As stated in our telephone conversation we completed delivery by the deadline date of 11/24/72 and our portion of the contract was complete as of this date.

Please withhold any money due us before making payment to Hoagland Construction.

[illegible] FLYNN
VICE PRESIDENT
[illegible] SAND & GRAVEL INC.

5,667.30
3/1 5667
572397
4/1 5724
578121
5/1 5781
583902
6/1 5839
589741

7539

August 5, 1974

Mr. Gene Stunz
Attorney at Law
106 Main Street
Nyssa, OR 97913

RE: Flynn Sand and Gravel, Inc. - Contract No. 7539

Dear Mr. Stunz

In reply to your letter of July 31, 1974, I would appreciate it if you could clarify a couple of items for me.

It appears from the information supplied that Flynn has accepted the price of $5.267 per foot for the barriers. I am somewhat concerned about the reference to late charges assessed in the computation of Flynn's claim and also the mention in the letter from Hoaglin Construction Company dated March 15, 1973, in which they refer to a claim between Lzicar and Flynn over some amount of money. I am not clear has to how the dispute arose as to an equitable distribution of money between those two parties.

I am also interested in whether or not the material delivered by Flynn was delivered within the time specified or if it was not delivered in time what penalties were assessed to Hoaglin or the general contractor because of the late delivery.

Upon receipt of this information I shall make my recommendation to the State Highway Engineer.

Sincerely yours

Jack L. Sollis
Assistant Attorney General

JLS:clh
cc: C. W. Head

7539

HENIGSON, STUNZ & FONDA
ATTORNEYS AT LAW

HAROLD HENIGSON
GENE STUNZ
STEPHEN S. FONDA

106 MAIN STREET
NYSSA, OREGON 97913
503 372-2268

RECEIVED
AUG 1 1974

NOTED
JACK L. SOLLIS

July 31, 1974

Mr. Jack L. Sollis
Assistant Attorney General
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Flynn Sand & Gravel, Inc. -- Contract No. 7539

Dear Mr. Sollis:

Pursuant to your telephone request for information, the following is submitted in support of the claim of Flynn Sand & Gravel, Inc., an Oregon corporation, against Ray Kizer Construction Company and Rogers Construction, Inc., and their sub-contractor Vern Hoaglin Construction Co., Inc.

After negotiation in the spring of 1972, Vern Hoaglin Construction Co., Inc., awarded a contract to Flynn Sand & Gravel, Inc., for Flynn to supply 10,000 feet of concrete median barrier on Contract No. 7539. Flynn confirmed the order by letter dated June 6, 1972, a copy of which is enclosed.

On October 31, 1972, Hoaglin notified Flynn that Flynn would be liable for a portion of liquidated damages if penalties were assessed. A copy of that letter is enclosed. This establishes the contract relationship did in fact exist.

On November 28, 1972, Hoaglin provided Flynn with a copy of its letter to Oregon State Highway Department which establishes the price of $5.50 for the median barriers. A copy of the letter is enclosed.

On January 31, 1973, Hoaglin advised Flynn by letter of the estimate for December 5, 1972, which established a reduced price of $5.267 per foot for the barriers. The reduction was for a change in the steel or reinforcing requirement for the barriers. As of that date 7,500 feet had been delivered, and after the retainage of 5% the sum of $37,527.38 was payable. A copy of the January 31, 1973 letter is enclosed.

On March 15, 1973, Hoaglin confirmed in a letter to Rogers that Flynn had delivered a total of 9,500 feet of barrier, which is the total amount Flynn claims it delivered. That letter states that Flynn was paid $39,502.50 on January 30, 1973, however, Flynn did not receive that amount--it received instead $37,527.38 which is the amount indicated in the January 31, 1973 letter after the retainage. A copy of the March 15, 1973, letter is enclosed.

On March 20, 1973, Flynn wrote to Rogers setting forth its claim. The statement shows that two payments were received by Flynn-- one on 2/6/73 for $37,527.38 and one on 3/6/73 for $4,000.00. However, the statement does contain an error. The original billing was for 9,500 feet @ $5.50 for a total of $52,250.00. The reduction of $0.233 per feet for reinforcement adjustment should have been extended as $2,213 instead of $3,213 as indicated in the letter. Thus, Flynn's statement should have been for $1,000 more than indicated. The March 20 letter shows the figure of $8,119.15, which is the amount claimed in previous correspondence with your office.

A correct statement of the money owing to Flynn, disregarding the late charges, is as follows:

9,500 feet @ $5.267 per foot		$50,036.50
Less payments received:		
2/6/73	$37,527.38	
3/6/73	$ 4,000.00	41,527.38
Balance payable		$ 8,509.12

In lieu of the late charge assessed in the computation of Flynn's we believe the account should draw the legal rate of interest of 6% per annum from January 1, 1973.

Should you desire any further documentation or evidence of the account please advise. Thank you.

Very truly yours,

Gene Stunz

GS/gp
Encl.

, STUNZ & FONDA
ATTORNEYS AT LAW

HAROLD HENIGSON
GENE STUNZ
STEPHEN B. FONDA

106 MAIN STREET
NYSSA, OREGON 97913
503 372-2268

NOTED
JACK L. SOLLIS

June 25, 1974

Mr. Jack L. Sollis,
Assistant Attorney General
Oregon State Highway Division
Highway Bldg.
Salem, Oregon 97310

Re: Contract No. 7539

Dear Mr. Sollis:

Will you please advise me concerning the status of this matter. In the event the money has wrongfully been disbursed, I would appreciate any comments you might have as to how we can extract ourselves from that unfortunate state of circumstances.

Thank you.

Very truly yours,

Gene

Gene Stunz

GS:yr

Cordy get file

RECEIVED
[illegible]

Hoaglin –
Pay Mike – [illegible]

30 March 1973

Rodgers Const[illegible]
Attn: Mr. [illegible]
P.O. Box 16[illegible]
Portland, [illegible]

Ph.# 234-5517

Dear Sir:

In regards [illegible] this date I am sending you the [illegible].

Original [illegible]	[illegible]
Less .5% [illegible]	[illegible]
	[illegible]
Late charge added	[illegible]
	[illegible]
Payment received [illegible]	[illegible]
	[illegible]
Payment received [illegible]	4,000.00
	8,119.15
Less 5% [illegible]	[illegible]
Balance [illegible]	[illegible]

As stated in our telephone conversation we completed delivery by the [illegible] and our portion of the contract was complete as of [illegible].

Please withhold any money due us before making payment to Hoagland Construction.

5,667.30
3/1 5667
572397
5724
4/1
578121
5/1 5781
583902
6/1 5839
589741

[illegible]
[illegible]
[illegible] SAND & GRAVEL INC.

VERN HOAGLIN CONSTRUCTION CO., INC.
P. O. Box 587, Cornelius, Oregon 97113
(503) 648-3148

March 15, 1973

Rogers Construction, Inc.
11760 N.E. Glisan Street
Portland, Oregon 97216

RE: Contract 7539

Attention: George Schwiezer

Gentlemen:

As per our phone conversation we agree to making a joint check to our company and Robert Lzicar for work performed by him on Richland Int.

The delay on the first estimate as all parties are well aware of is that full payment was requested by Flynn Sand & Gravel for all materials totalling 9,500 ft. which his company deemed rightfully theirs - we sent payment for what the state paid 7,500 ft. initially.

Flynn Sand & Gravel stated that the remainder was due; on the other hand we were going to pay Lzicar when requested $1.50 per lineal foot (11,250.00). As explained to Lzicar we intended to be equitable to both parties. Lzicar was paid $7,369.42 and the remainder was paid to Flynn Sand & Gravel in the amount of $4,210.53 (43,713.03).

We feel that a clarification is necessary on the "three months" hold on monies:

(1) Our company received payment from Rogers Construction Co. on January 18, 1973.

(2) We encountered problems on how much to pay because of the discrepancy in the amount of work performed. We paid Flynn Sand & Gravel $39,502.50 on January 30, 1973 at which time we had problems on Lzicars' because of the additional amount requested by Flynn and the equitable amount of Lzicar.

(3) Payments were made as follows:

Flynn Sand & Gravel	$43,713.03-
Lzicar	7,369.42

Yours truly,

VERN HOAGLIN CONSTRUCTION CO., INC.

Robert Wong

cc Lzicar

An Equal Opportunity Employer

VERN HOAGLIN CONSTRUCTION CO., INC.
P. O. Box 587, Cornelius, Oregon 97113
(503) 648-3148

11-20-70 1500 Castle
Portland

File

49,037.00
.05
2%
Purchase 5%

Bob Wong

January 31, 1973

Flynn's Sand & Gravel, Inc.
325 Goodell Lane
Ontario, Oregon 979 4

RE: Contract 7539

Gentlemen:

Estimate for period to December 5, 1972 -

Concrete Median Barrier:
Rate $5.50
Less .233

$5.267 @ $7,500 LF	$ 39,502.50
Less Retainage (5%)	1,975.12
Total Estimate	$ 37,527.38

Craig - Hoaglin

Home Phone # AC 503 - 648 1466
292 5413

An Equal Opportunity Employer

VERN HOAGLIN CONSTRUCTION CO., INC.
P. O. Box 587, Cornelius, Oregon 97113
(503) 648-3148

Against Prime Contractor

November 28, 1972

Oregon State Highway Department
Box 427
Baker, Oregon

RE: Contract 7539
Richland Interchange

Gentlemen:

Our subcontractor on the median barrier has contacted us requesting payment to which we relay to your office their figures:

Material costs			$ 5.50 ✓
Labor :	Unload	.50	
	Line	.80	1.30
			$ 6.80 (minimum cost of installation to date)

1.30

Your review and co-operation of the above will be deeply appreciated. Should further information be needed please contact us at your earliest convenience.

Yours truly,

VERN HOAGLIN CONSTRUCTION CO., INC.

V. W. Hoaglin

Vern Hoaglin

RW/sb
cc Rogers Construction Co.

Tel. w/o
Bob - Wong - Secretary

HOAGLIN CONSTRUCTION CO., INC.
P. O. Box 587, Cornelius, Oregon 97113
(503) 648-3148

October 31, 1972

Flynn Concrete
2875 Goodell Lane
Ontario, Oregon

RE: Richland Interchange
Contract 7539

Gentlemen:

On October 30, 1972 we received notice from Kizer & Rogers Construction Co. that penalties will be assessed at $500.00 per day on the above referenced project. The concrete median must be completed prior to November 24, 1972.

You are here-by directed to expedite all work regarding this project to avoid penalties: Should liquidated damages be assessed upon our firm we will charge your company accordingly.

Your immediate attention and co-operation will be appreciated.

Yours truly,

VERN HOAGLIN CONSTRUCTION CO., INC.

Vern Hoaglin

Vern Hoaglin

PW/sb

70

90 Days

[illegible] File

[illegible]

An Equal Opportunity Employer

ONTARIO, OREGON 97014
PHONE (503) 889-9103

June 6, 1972

Vern Houghlin Construction Company, Inc
P.O. Box 181
Cornelius, Oregon 97123

Subject Richland 7539

Dear Mr Houghlin

This letter is to confirm your order for 10,000 feet of concrete median barriers as per state specs.

Delivery will begin after the last of July or first of August

Very truly yours,

[illegible] Steel & Concrete, Inc

Vice President

7539

HAWLEY TROXELL ENNIS & HAWLEY
ATTORNEYS AND COUNSELORS
BANK OF IDAHO BUILDING
POST OFFICE BOX 1617
BOISE, IDAHO 83701

ROBERT I. TROXELL
JESS B. HAWLEY, JR.
PAUL B. ENNIS
JOHN T. HAWLEY
THOMAS A. MILLER
MARSHALL NEAL NEWHOUSE
ROBERT J. ENNIS
CRAIG L. MEADOWS
ROBERT L. BILOW
JOSEPH D. McCOLLUM, JR.
WAYNE B. SLAUGHTER, JR.
JESS B. HAWLEY III

AREA CODE 208
TELEPHONE: 344-7683

June 28, 1974

ED
Y ENGR
JUL 1 74
REFER TO
Coulter
FOR

Travelers Indemnity Fidelity Company
700 Main Street
Hartford, Connecticut 06108

Great American Insurance Co.
2030 - 9th Avenue
Seattle, Washington 98121

Re: Payment Performance Bond $5,434,222.00 -
State of Oregon Highway Dept. Contract No. 7539,
Job No. 71, Richland Interchange - South Baker
Interchange -
Ray Kizer and Ray Kizer Construction Co. and
Rogers Construction, Inc., General Contractors

Gentlemen:

This office represents the Miller Construction Co., which company is a subcontractor of the above-named General Contractors under Contract No. 7539 for the construction of the Richland Interchange - South Baker Interchange. Your company issued the Payment Bond required by the State of Oregon in connection with said public work contract, assuring payment of the subcontractors and other persons.

Miller Construction Co. entered into a written subcontract with the above-named General Contractors on May 14, 1971, a true copy of which is attached hereto. Performance under the subcontract was completed by July 5, 1973; and a subcontractor's estimate made by the General Contractors on July 31, 1973, a copy of which is also enclosed, made final settlement, except for 5% retainage of $29,159.00

On April 9, 1974, Miller Construction Co. was informed the Oregon State Highway Department has released the majority of retainage. and demand

NOTED
C. W. HEAD

was made upon the General Contractors for the balance due under the subcontract. No payment was received.

In a subsequent telephone conversation on June 10, 1974 between Mr. Jay Miller of Miller Construction Co. and Mr. Frank Ferris, comptroller of Rogers Construction, Inc., Mr. Ferris for the first time raised some question concerning the amount due Miller Construction Co., and specifically that the term "misc. iron and materials" for the cost of which a deduction was allowable as set forth in the last paragraph of page 3 of the Subcontract, included the cost of the expansion joints, contract bid items 74, 88 and 106, and an expansion bearing assembly.

While during the course of that telephone conversation, Mr. Ferris acknowledged the $10,855.00 cost of the expansion bearing assembly was not a proper deduction, the question of the expansion joints was not resolved, nor was the cost of those joints disclosed.

Phone calls made to the General Contractors' agent, George M. Schwizer, have not been returned.

Our investigation into the matter establishes that under the Subcontract the General Contractors were to supply to the project at its sole cost all but such "miscellaneous iron and materials" as nuts, bolts, etc. Items listed on the schedule of contract bid items, such as the expansion joints, were never intended by either party to be miscellaneous items, nor subject to deduction. The Subcontractor's Estimate dated July 31, 1973, prepared by the General Contractors, is entirely consistent with this position.

While our client has not yet filed a claim for deficiency with the State of Oregon to perfect a lien against this bond, which we are advised by the State Highway Department can be done at any time prior to October 11, 1974, we have been instructed by our client to inform you of this default in payment due to Miller Construction Co. under said Subcontract of $29,159.00 by the above-named General Contractors, and hereby make demand for this amount under the provisions of your payment bond.

Your early attention to this matter will be appreciated.

Very truly yours,

MARSHALL NEAL NEWHOUSE

MNN:w
cc Oregon State Highway Dept. ✓
Ray Kizer and Ray Kiser Const.
Co. and Rogers Const. Co.
Miller Construction Co.

7539 6-21-74

Date 6/21/74

C. W. Head, Manager
Commission & Staff Services

6/24/74
From
Lets hold until
we hear from Sollis.
ccc

A voucher has been prepared to pay:

10/2/74 - checked dated 7/12/74 and cashed 7/18/74 by the Contractors

Contract No. 7539 Est. No. 33 PF Date to 6/22/73 Amt. $ 553.00

Contractor Ray Kizer, Ray Kizer Const. Co. Rogers Const

Totals to Date: Paid to Contractor $ 5,689,532.51

Amount of Force Account $ 121,916.11

Amount of Retained Percentage $ —

Contract Accounting

3-74

NOTED
C. W. HEAD

Do not write to Surety

7539

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

NOTED
A. E. JOHNSON

Mr. George M. Schweizer,
General Manager
Rogers Construction, Inc.
11760 N.E. Glisan Street
Post Office Box 16537
Portland, OR 97216

June 12, 1974

Re: Richland Interch.-S. Baker
Interch. Section
Old Oregon Trail Highway
Contract No. 7539

Dear Mr. Schweizer:

As you requested in your letter of June 10, 1974, we have rechecked all the quantities under Item No. 31323, Concrete Sidewalks, on the subject project and find that the final quantity of 1,542.35 square yards is correct.

In discussing this with the Resident Engineer, it was found that a duplication error of 450 square yards was found in the originally reported area of approximately 1,930 square yards, which reduced the quantity to 1,481 square yards.

A later remeasure increased this area to the correct total of 1,542.35 square yards. I am informed that the subcontractor who did the sidewalk work was present during this remeasure and expressed his satisfaction at that time.

If there is any other question regarding this item, please let me know and we will check it out.

Sincerely yours,

C. T. Keasey
Construction Engineer

69

CTK:fr

bc: F. B. Klaboe (w/att.)
H. S. Coulter
W. E. Schwartz

RECEIVED
STATE HWY ENGR
JUN 13 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
JUN 17 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
MARIE STEPHENS

Form E-123

W. RAY ROGERS • DONAL[illegible] ROGERS • GENERA[illegible] • Tel. 503 [illegible]6517
President Vice President-Treasurer

ROGERS
CONSTRUCTION, INC.
11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

June 10, 1974

Oregon State Hwy Division
Salem, Oregon

Re: Contract 7539 Estimate No. 32 - Final
Received 6-5-74

Gentlemen,

We respectfully ask you to check quantities allowed for Item No. 31323 Concrete Sidewalks.

We enclose copy of undated letter which gives cause to our concern that the matter of correcting the quantity on this item was overlooked.

Will you therefore please inform us of your findings as soon as possible.

Very truly yours,

ROGERS CONSTRUCTION INC.

George M. Schweizer
Gen. Mgr.

JUN 11 '74
REFER TO
FOR

cc Mr. Earl Brandow
Portland Concrete Construction Co.

Roger Gebauer is
rechecking all quantities on
items - will report when
[illegible] EK

OREGON STATE
HIGHWAY DIVISION

P.O. Box 850 La Grande, Oregon 97850 Phone 963-3385

Mr. Earl Brandow
Portland Concrete Construction Co.
2131 S.E. 190th
Portland, Oregon 97233

Dear Sir:

As per your request, the final figure for sidewalks on the Campbell Street Section, which we went over with you last Tuesday is 1,542.35 square yards.

This includes the 2 pieces of sidewalk previously missed, a .5 foot surface area for the thickened edge on the extra concrete slab at the York grocery, and other measurements we found Tuesday that deviated .5 foot or more from previous measurements.

We apologize for the discrepancies and assure you they were unintentional.

Item NO.
31323

HM Fillmore
H. M. Fillmore
Resident Engineer

HMF/wjs

cc: W. E. Schwartz
E. L. Scrivner

-7539

8

May 31, 1974

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, CT 06108

Great American Insurance Company
Pacific NW Regional Office
2930 Ninth Avenue
Seattle, WA 98121

Gentlemen:

On April 15, 1974, we wrote to you concerning release of final payment on Contract No. 7539 awarded to Ray Kizer, Ray Kizer Construction Co., and Rogers Construction, Inc., for work on the Richland Interchange-S. Baker Interchange Section of the Old Oregon Trail in Baker County.

Final payment on this contract is $7,645.90 and the total contract amount is $5,688,979.31 including $121,916.11 for work performed under force account.

Very truly yours,

C. W. Hood
COMMISSION SERVICES

je

cc Ray Kizer, Ray Kizer Construction Co.,
and Rogers Construction, Inc.
P. O. Box 42365
Portland, OR 97242

bc C. T. Keasey
Walt Hart
V. E. Skoog - Attn: Dick Haeck
W. E. Schwartz

8

#7539

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

321-5
322-5

May 22, 1974

Mr. Kenneth C. Hadley
Attorney at Law
P. O. Box 430
Baker, Oregon 97814

Re: Personal Injury Claims of Mr. Kenneth Taylor and
Mr. Dave Taylor

A. E. [illegible]

Dear Mr. Hadley

This matter has been referred to the State's insurance carrier, Chubb Pacific Indemnity Group, Lloyd Building, 700 NE Multnomah, Portland, Oregon 97232, and I would suggest that you direct all future correspondence to them.

Sincerely

Jack L. Sollis
Assistant Attorney General

bk

bcc: Al E. Johnson
Assistant State Highway Engineer

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAY 22 '74
REFER TO
FOR
Sign Act File

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

BCC: Al Johnson

May 20, 1974

Chubb/Pacific Indemnity Group
Lloyd Building
700 N. E. Multnomah
Portland, OR 97232

Attention: Bob Holman

RE: Claimant: **KENNETH TAYLOR & DAVE TAYLOR**
DOA: **9-6-72**
Your File No. __________
Our File No. __________
Policy No. LAC-6200
LO-10053

Gentlemen:

Enclosed please find the following:

____ Report of loss from claimant.
__XX__ Report of Highway Personnel concerning above loss.
____ Supplemental report of Highway Personnel concerning above loss.
____ Notice of claim from claimant's insurance company.
__XX__ Notice of impending legal action.
____ Summons and complaint served on __________

____ Miscellaneous __________

By presenting a copy of this letter, you and your authorized personnel may interview Highway Division Personnel and secure any necessary information or documents from them.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:clh

KENNETH C. HADLEY
ATTORNEY AT LAW
P. O. BOX 430
BAKER, OREGON
97814

AREA CODE 503
523-4418

April 22, 1974

State Highway Department
State of Oregon
Salem, Oregon 97310

Rogers Construction Co.
Mr. Ronald C. Rogers
11760 NE Glisan
Portland, Oregon 97220

Mr. N. B. Kobin
Registered Agent
Roy Kizer Construction Co.
Suite 800
610 SW Alder
Portland, Oregon

RECEIVED
STATE HWY ENGR
APR 24 '74
REFER TO Legal
FOR

Info	Advise	R/D	D/R	Sign	Act	File
					✓	

NOTED
A. E. Johnson

cy Coulter

Gentlemen:

Please be advised that I am representing Mr. Kenneth Taylor in his claim against the State Highway Department, Ray Kizer Construction Co. and Rogers Construction Co. for injuries sustained in an automobile accident at the construction site on Highway 202 at or near Highway 86 in the City and County of Baker, State of Oregon, on August 6, 1972.

As you are probably aware, the accident occurred at a construction site when the automobile in which Mr. Taylor was riding hit bumps in the road, hit a detour barricade and rolled several times causing serious injuries. There were no signs or notices or lights to warn drivers of the hazardous construction detour and the injuries sustained by Mr. Taylor were approximately caused by negligence of the Highway Department and the construction companies in failing to properly warn persons using the highway of the hazardous conditions.

Mr. Taylor's medical condition has finally stabilized and he lists the following special damages at this time:

St. Elizabeth Hospital.........	$ 896.50
Dr. Pollock....................	403.00
Automobile.....................	700.00
Loss of Wages at 14 months & $800.00 per month...........	11,200.00
TOTAL..............	$13,199.50

In addition, Mr. Taylor has, of course, suffered considerable pain and related problems from the injuries sustained in this accident.

Mr. Taylor hereby files claim for $50,000.00 damages resulting from the above stated accident.

We will appreciate your advising your position in this matter at your earliest convenience.

Very truly yours,

Kenneth C. Hadley
Kenneth C. Hadley

KCH:kah
cc: Mr. Jim Sauve - Claims Manager

KENNETH C. HADLEY
ATTORNEY AT LAW
P. O. BOX 430
BAKER, OREGON
97814

AREA CODE 503
523-4418

April 20, 1974

RECEIVED
APR 24 1974
LEGAL

State Highway Department
State of Oregon
Salem, Oregon 97310

Rogers Construction Co.
Mr. Ronald C. Rogers
11760 NE Glisan
Portland, Oregon 97220

Mr. N. B. Kobin
Registered Agent
Roy Kizer Construction Co.
Suite 800
610 SW Alder
Portland, Oregon

RECEIVED
STATE HWY ENGR
APR 24 74
REFER TO
Legal
FOR

Info	Prepare	R/D	D/R	Sign	Act	File
					✓	

cy Coulter

Gentlemen:

Please be advised that I am representing Mr. Dave Taylor in his claim against the State Highway Department, Kizer Construction Co., and Rogers Construction Co. for injuries sustained in an automobile accident at the construction site on Highway 202 at or near Highway 86 in the City and County of Baker, State of Oregon, on August 6, 1972.

As you are probably aware, the accident occurred at a construction site when the automobile in which Mr. Taylor was riding hit bumps in the road, hit a detour barricade and rolled several times causing serious injuries. There were no signs or notices or lights to warn drivers of the hazardous construction detour and the injuries sustained by Mr. Taylor were approximately caused by negligence of the Highway Department and the construction companies in failing to properly warn persons using the highway of the hazardous conditions.

Mr. Taylor's medical condition has finally stabilized and he lists the following special damages at this time:

St. Elizabeth Hospital......	$ 120.05
Dr. Ward..................	31.00
Loss of Wages for 3 Months at $700.00 per month.......	2,100.00
TOTAL...........	$2,251.05

Mr. Taylor hereby files claim for $7,500.00 damages resulting from the above stated accident.

We will appreciate your advising your position in this matter at your earliest convenience.

Very truly yours,

Kenneth C. Hadley
Kenneth C. Hadley

KCH:kah
cc: Mr. Jim Sauve - Claims Manager

7539

FORM 5-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
La Grande, Oregon

DATE April 30, 1974

TO E. S. Hunter
Assistant State Highway Engineer

SALEM

FROM for R. C. Lang
W. E. Schwartz
Regional Engineer

RECEIVED
MAY 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT North Powder-Baker Section
Old Oregon Trail Highway
Contracts 7514, 7516, 7491, 7539
Baker County

There were four separate contracts on the above highway section. They were North Powder-Powder River, Powder River-Baldock Slough, Baldock Slough-Richland Interchange and Richland Interchange-South Baker Interchange. All of these contracts had asphalt pavement surfaces. The paving was completed on these sections in the fall and early winter of 1972.

During the late winter and spring of 1973 we noted that the paving on three of the four contracts was experiencing considerable wear. Initially, we tried to attribute this excessive wear to studded tires. As the summer progressed and the wear continued, even though studded tire season was past, it was obvious that there must be another reason.

All three of these contracts obtained paving aggregate from Baker Valley gravel sources. In each contract the material was produced substantially within specifications. What was not recognized at the time, but has since been revealed, was that the gravel particles are coated with a mica-like material which adheres tightly to the aggregate until the material is exposed for a period of time to air and water. The mica particles are then released and become a portion of the #10-0 material in the asphalt mix.

Core samples taken recently and analyzed by Assistant Materials Engineer Jim Wilson support this theory. Wilson also explains how this excess #10-0 affects the mix, causing deterioration of the surfaces. A copy of his report is attached.

5-2-74
original to
Vic Wolfe

Schwartz

5-1-74
[illegible]
EHH

Late last summer, in an attempt to stop the deterioration by getting more asphalt into the mat, we black-sealed the North Powder-Powder River and Powder River-Baldock Slough sections with SS-1 emulsified asphalt. While it did stop the ravelling by putting an asphalt coating around the surface rock particles, it did not penetrate the surface. This coating will soon be worn off by traffic and we expect the erosion to resume. We consider the black seal to be a stop-gap measure at best. We spent $8,000 on this work and cannot afford to spend this much and more on a yearly basis to hold the road surface.

As a permanent solution to the problem we would like to consider an open-graded safety seal course to be added over the existing surfacing. On all safety overlay projects currently being worked up for contract, the safety seal is a regular part of the pavement improvement and is fully eligible for funding by F.H.W.A. It seems reasonable that these recently completed sections of highway should be eligible for the same safety wearing course, which is now an accepted part of the pavement design.

Your consideration of this request will be appreciated and a favorable response will help us solve a serious maintenance problem.

WES:je
Attachments

cc: H. S. Coulter w/attachments
C. T. Keasey w/attachments

FORM E-30 (REV. 10-69)

RCE ☐ RCE ☐ RCE ☐
RCE ☐
APR 19 1974
RECEIVED
REGIONAL OFFICE
RCE ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 11, 1974

SUBJECT: A.C. Pavement
North Powder-Powder River Sect.
Contract 7514

To: W. E. Schwartz
Regional Engineer

Attention: Dale Allen

In answer to your request of April 1, 1974 relative to Jim Wilson's letter of March 27th attached are the average gradation results of field tests for 3/4" - 1/4" and 1/4" - 0 A.C. aggregate during production of A.C. aggregates and from bit samples of the mainlines only. All show the material was produced well within specifications.

The gradation averages obtained in the field from bit samples show an average of 31.3% of #10 - 0 material and the mix design was 20.8% to 40.2% including the tolerances. As Mr Wilson stated the mix design was for 30.8% of #10 - 0 material and our tests show a percentage of 31.3, which appears to me to be within reasonable tolerances.

Regarding Mr. Wilson's information of 2621.42 tons of asphalt is in error in that this was corrected in a post final to 2761.70 tons and since that time we have found another error of 180.27 tons, which makes the final figure of 2941.97 tons of asphalt.

With the amount of 58,158.35 tons of asphalt concrete mixture and 2941.97 tons of asphalt in the mix the percent of asphalt computes to 5.06% asphalt, which is very close to our field test results. The design mix for the top course A.C. called for 5.6% asphalt. On 40 bit samples the average showed 5.53% including moisture. The moisture ran from .1% to .3% making our field tests for asphalt show 5.2% to 5.4% asphalt which is well within tolerances.

There is nothing in our field records that indicate the Class "B" asphaltic concrete produced on this project was not well within our specifications.

H M Fillmore
H. M. Fillmore
Resident Engineer

HMF/wjs

TABULATION SHE

OREGON STATE HIGHWAY
DIVISION

SHEET .... OF .... SHEE

Main Roadbed only
North Powder - Powder River
Contract # [illegible]

Average Class "B" AC Samples
of #4-0 - 23 Tests #47 to #69

	(Field Control) Avge			Mix Design
#4 - #10	27.0%			24.5% - 32.5%
#10 - #40	19.1%			12.5% - 20.0%
#40 - #200	7.6%	31.3	20.8% to 40.2%	5.2% - 13.2%
Pass #200	4.1%			3.0% - 7.0%
Asphalt	5.13%			4.3% 5.3%

OREGON STATE

HIGHWAY DIVISION

(3/4-½) CLASS "B" ASPHALTIC CONCRETE

[illegible]

CONTRACT NO. 75[illegible]

INSPECTOR:

TEST NO. & TIME

TOTAL WT. OF SAMPLE

SPECS.	SIEVE SIZE	WEIGHT LBS.	% RET.		WEIGHT LBS.	% RET.		LBS.	% RET.
			of Sample						
			Average of 10 Tests						
0% RETAINED	1"		0						
0-10% RETAINED	3/4"		1.6						
25-40% RETAINED	½"		35.0						
	¼"		52.7						
-15% PASS ½	-1/2"			10.7					
	#4		4.8						
	#10		2.0						
	Pan		3.9						
	Loss								
	Total								

FRACTURE 60%+ by weight

FINE SIEVE	SIEVE SIZE		% RET	% OF SAMPLE	GRAMS	% RET.	% OF SAMPLE	GRAMS	% RET.	% OF SAMPLE
		Average of 5 Tests								
	#40		1.5		Wet Seive					
	#60 80/100		.9 1.2		Average of 1 Test					
	#200		.7			1.1				
	Pan		.9							
	Loss									

HIGHWAY DIVISION

(½-0) CLASS "B" ASPHALT CONCRETE

DATE: CONTRACT NO. 751

INSPECTOR

TEST NO. & TYPE										
TOTAL WT. OF SAMPLE										
SPECS.	SIEVE SIZE	WEIGHT LBS.	% RET. of Sample		WEIGHT LBS.	% RET.		WEIGHT LBS.	% RET.	
		Average of 96 Tests.								
% RETAINED	3/8"		0							
4-15% RETAINED	½		7.2							
	#4		11.9							
2.5- RET. #10 .5% in ½-0				51.9						
	#10		35.7							
	Pan		45.2							
	Loss									
	Total									
		LL	PL	PI	LL	PL	PI	LL	PL	PI
L. & P.L. & P.I.										
MOISTURE by weight										
SIEVE	SIEVE SIZE	GRAMS	% RET. ✓	% OF SAMPLE	GRAMS	% RET.	% OF SAMPLE	GRAMS	% RET.	% OF SAMPLE
		Average of 70 Tests								
	#40		33.1		Wet Seive					
	#80	#80 #100	7.0 [illegible]		Average of 9 Tests.					
	#200		2.5			5.6				
	Pan		2.3							
	Loss									
	Total									

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐ RDE ☐ ☐ ☐
MAR 28 1974
RECEIVED
REGIONAL OFFICE

DATE March 27, 1974

TO W. E. Schwartz
Region Engineer

FROM John C. Jenkins, Engineer of Materials
By
James E. Wilson, Jr. J E Wilson
Asst. Engineer of Materials

SUBJECT Asphalt Concrete Pavement,
North Powder-Powder River
Section, Cont. No. 7514

Testing is complete on asphalt concrete and plant mixed bituminous base cores sampled from areas of pavement surface raveling on the North Powder-Powder River Section of I-80N. Our review of the core test results and contract records indicate that the raveling condition is the result of excess #10-0 in the mix which contains a considerable quantity of mica-like flaky material. Enclosed is test Report #73-28488.

Mix design #72-4986 for wearing surface paving on the project recommended 35.7% ¾"-¼", 28.5% ¼"-#10 and 30.8% #10-0 with 5% asphalt. Gradation of the three recently tested top lift cores are all outside the job mix tolerance of ± 4 percent. The percentages of #10-0 range from 37.1 to 38.4 which resulted in a deficiency of ¾"-¼" or ¼"-#10 in the mix. The wearing surface samples and one of the three base course samples also contain an excess of #10-#40 material outside the broad band limit of 11 - 20 percent. Record and check sample test results for the project show six of the nine base lift samples and five of eight wearing surface samples are outside broad band or mix tolerances for gradation. It appears from this information that a considerable quantity of the stockpiled fine aggregate for AC was produced outside the specification limits of Section 703.08(c).

Asphalt content of both the AC and PMBB cores are within the design job mix tolerances of ± 0.5 percent. This agrees well with field test data and our test results for record and check samples. However, the semifinal dated March 2, 1973 for work performed on the project shows 2621.42 tons of asphalt cement for 58,158.35 tons of Class "B" asphalt concrete which calculates to 4.5 percent. This is considerably less than the design of 5.0 and 5.6 percent for wearing surface and base course, respectively. If the test results are in error, we suggest that additional core samples be submitted to the lab for testing and an evaluation of the test procedures being used.

cy Bob Rennells
3-28-74

Test results for asphalt recovered from the pavement cores show a rapid rate of aging or hardening. The penetration of asphalt from a one year old pavement using 60-70 grade asphalt should be more like a 45+ value rather than the 19 to 22 for the wearing surface actually determined. This asphalt condition along with the mix binder film thickness deficiency from excess #10-0 are certainly causes for the pavement raveling. It is our suggestion that the pavement be treated with a high maltenes type rejuvenator such as Reclamite and a chip seal or plant mixed seal surfacing be applied to reduce further deterioration of the pavement and base structural section.

JEW:gs

cc: C. T. Keasey
D. H. Moehring
J. H. Walker
H. M. Fillmore
Vern Moore
G. W. Beecroft

Bob Rennells

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 73-28488
Data Sheet No. A 292
Prefix 631-1069
Laboratory charge $ 1,265.00

PAVEMENT EVALUATION, A/C & BITUMINOUS BASE

Project North Powder-Powder River
Highway Old Oregon Trail
Contractor Peter Kiewit Sons' Co. No. 7514
Submitted by Vern Moore
Source of Material Jacobson Borrow Pit, Rt. Sta. 1355
Sampled or inspected at Sta. 1269, 1337 & 1370 To be used Class 'B' A/C & Bit. Base
Sampled or inspected by Clint Smithe Quantity represented
Date received Oct. 17, 1973
Date reported March 27, 1974

Station	1269	1337	1370
Lane	E.B.	E.B.	W.B.
Lift Thickness	1.8"	2.2"	1.8"
Gradation of Cores:	Top A/C	Top A/C	Top A/C
Percent ret. 1"	0	0	0
" " (¾" - 1/4")	32.5	26.1	30.5
" " (¼" - # 10)	23.9	29.9	27.2
" " (#10 - # 40)	23.3	24.0	23.3
" " (#40 - # 80)	7.3	6.5	7.0
" " (#80 - #200)	3.4	3.1	3.0
" " (Pass #200)	4.4	4.4	3.8
Asphalt content, (%)	5.2	5.2	5.2
Mica, Percent of #40 - #80*	1.4	0.8	1.1
Reclaimed Asphalt, pen. @ 77° F.	21	19	22
Bulk sp. gr. in place	2.30	2.23	2.28
Bulk sp. gr. recompacted	2.45	2.39	2.41
Percent relative compaction	93.9	93.3	94.6
Percent voids in place	9.1	10.8	9.9
Percent voids recompacted	3.2	4.4	4.7

* Mica was removed from aggregate by water suspension of particles and decanting the liquid into a #200 sieve and drying the material.

REPORT TO:

☐ F.H.W.A.
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X☐ Region Engineer Schwartz
X☐ Resident Engineer Fillmore
☐ District Engineer
X☐ Files
X J. Walker
X D. Moehring
X Vern Moore
X G. Beecroft

John C. Jackson

V. K. [illegible]
W. E. Schwartz

ON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION, A/C & BITUMINOUS BASE

Laboratory No. 7[illegible] 8480
Data Sheet No. A 292
Prefix 631-1069
Laboratory charge

Project North Powder-Powder River
Highway
Contractor No. 7514
Date received
Submitted by
Date reported
Source of Material
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

Station	1269	1337	1370
Lane	E.B.	E.B.	W.B.
Lift Thickness	2.4"	2.1"	2.2"
Gradation of Cores:	Base A/C	Base A/C	Base A/C
Percent ret. 1"	0	0	0
" " (¾" - 1/4")	32.0	34.2	32.9
" " (¼" - # 10)	32.4	31.8	29.2
" " (#10 - # 40)	18.4	16.5	20.1
" " (#40 - # 80)	5.1	4.8	5.7
" " (#80 - #200)	2.8	2.6	2.8
" " (Pass #200)	3.7	4.2	3.9
Asphalt content, (%)	5.6	5.9	5.4
Mica, Percent of #40 - #80*	0.4	0.4	1.0
Reclaimed Asphalt, pen. @ 77° F.	25	57	30
Bulk sp. gr. in place	2.21	2.24	2.27
Bulk sp. gr. recompacted	2.41	2.44	2.45
Percent relative compaction	91.7	91.8	92.7
Percent voids in place	11.6	11.6	9.9
Percent voids recompacted	3.6	2.4	2.8

* Mica was removed from aggregate by water suspension of particles and decanting the liquid into a #200 sieve and drying the material.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

John C. Jackson

C. T. Kessey
Walt Hart
V. E. Skoog Attn: Dick Knoch
W. E. Schwartz

Form 31-734-[illegible]

OREGON STAT[illegible]GHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION, A/C & BITUMINOUS BASE

[illegible]boratory No. 73-28455
Data Sheet No. A 292
Prefix 631-1069
Laboratory charge

Project North Powder-Powder River
Highway
Contractor No. 7514
Submitted by
Source of Material
Sampled or inspected at
Sampled or inspected by
Date received
Date reported
To be used
Quantity represented

Station	1269	1337	1370
Lane	E.B.	E.B.	W.B.
Lift Thickness	Bit Base I	Bit Base I	B t Base I
Gradation of Cores:	2.9"	3.2"	2.8"
Percent ret. 1"	1.6	1.3	1.3
" " (¾" - 1/4")	29.3, 19.8	39.2, 20.8	34.1, 18.3
" " (¼" - # 10)	18.0	19.8	17.1
" " (#10 - # 40)	13.4	13.5	11.7
" " (#40 - # 80)	5.2	5.3	5.3
" " (#80 - #200)	3.3	2.9	3.1
" " (Pass #200)	4.4	3.6	4.0
Asphalt content, (%)	5.0	5.0	5.1
Mica, Percent of #40 - #80*	-	0.4	0.5
Reclaimed Asphalt, pen. @ 77° F.	25	25	27
Bulk sp. gr. in place	2.25	2.20	2.22
Bulk sp. gr. recompacted	2.46	2.45	2.40
Percent relative compaction	91.5	90.2	92.5
Percent voids in place	11.1	13.0	12.6
Percent voids recompacted	2.8	3.2	5.5

* Mica was removed from aggregate by water suspension of particles and decanting the liquid into a #200 sieve and drying the material.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

John C. Jackson

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 73-28488
Data Sheet No. A 292
Prefix 631-1059
Laboratory charge

PAVEMENT EVALUATION, A/C & BITUMINOUS BASE

Project North Powder-Powder River
Highway
No.
Date received
Contractor
Date reported
Submitted by
Source of Material
To be used
Sampled or inspected at
Quantity represented
Sampled or inspected by

Station	1269	1337	1370
Lane	E.B.	E.B.	W.B.
Lift Thickness	3.6"	3.0"	3.2"
Gradation of Cores:	Bit Base II	Bit Base II	Bit Base II
Percent ret. 1"	2.9	8.2	0.9
" " (¾" - 1/4")	26.6, 19.5	27.4, 16.1	27.4, 22.4
" " (¼" - # 10)	21.4	18.5	19.4
" " (#10 - # 40)	14.2	12.2	12.7
" " (#40 - # 80)	4.2	5.7	5.1
" " (#80 - #200)	2.6	3.2	2.9
" " (Pass #200)	3.9	3.6	3.8
Asphalt content, (%)	4.7	5.1	5.4
Mica, Percent of #40 - #80*	0.6	0.4	0.4
Reclaimed Asphalt, pen. @ 77° F.	35	41	31
Bulk sp. gr. in place	2.35	2.44	2.35
Bulk sp. gr. recompacted	2.42	2.49	2.47
Percent relative compaction	95.5	98.0	95.1
Percent voids in place	6.7	3.6	7.8
Percent voids recompacted	2.4	1.6	3.1

* Mica was removed from aggregate by water suscension of particles and decanting the liquid into a #200 sieve and drying the material.

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Files

V. E. Shoog Attn: Dick Hacek
W. E. Schwartz

7539

April 15, 1974

The Travelers Indemnity Co.
700 Main Street
Hartford, Connecticut 06199

AIR MAIL

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

Contract No. 7539 awarded to Ray Kiser, Ray Kiser Constr. Co., and Rogers Constr., Inc., for work on the Richland Interchange-N. Baker Interchange Section of the Old Oregon Trail in Baker County was completed on June 22, 1973, and accepted by the Administrator and State Highway Engineer on April 11, 1974.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before April 29, 1974.

You have been previously notified of claims filed against the contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm

cc Ray Kiser
Ray Kiser Constr. Co.
Rogers Constr., Inc.
P. O. Box 42365
Portland, OR 97242

C. T. Kessey
Walt Hart
V. E. Shoog Attn: Dick Hoeck
W. E. Schwartz

7539

8

FORM II-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 12, 1974

TO C. W. Head
Commission Services

AE Johnson

FROM A. E. Johnson
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Attached is a report on approval of a completed contract which I accepted under authority delegated to me by the Transportation Commission.

Attachment

cc: F. B. Klaboe
H. S. Coulter
C. T. Keasey
W. J. Hart
Vince Gallagher

kmb

NOTED
C. W. HEAD

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on April 11, 1974, I accepted the following:

Contract No. 7539 , Work Completed June 22, 1973

Project Richland Interchange-S. Baker Interchange

Highway Old Oregon Trail County Baker

Type of Work Grading, Paving, Structures, Signing & Illumination

Contractor Ray Kizer, Ray Kizer Construction Co. & Rogers Constr. Co.

AE Johnson

A. E. Johnson
Deputy State Highway Engineer

7539

March 22, 1974

Kizer-Rogers Construction Company
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

We can now take final action on the matter of contract time extension on Richland-South Baker Contract No. 7539. The project record has been thoroughly reviewed in conjunction with your requests for extensions and the two extensions granted previously.

I have now approved an additional 34 days extension which leaves 30 days remaining in effect and $9,000 liquidated damages to be retained by the State. We understand there will be no further requests on this project and are pleased that this issue is resolved.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
W. E. Schwartz
JAB:fr cm

FORM [illegible]-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 22, 1974

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Richland Interchange-
S. Baker Interchange
Contract No. 7539
Compromise Time Extension

As a result of our further discussions with FHWA, they responded, under date of March 15, with a formal concurrence in an additional 20 days participating time extension. This would leave 44 days liquidated damages still in effect. There has since been further negotiation with the contractor which has resulted in a tentative mutually acceptable settlement of both the time liquidated damages and subbase penalty problems that were left in this project. The contractor has signed and already returned to us a subbase penalty price agreement covering a deduction in the amount of $5,661.56, with the understanding that additional time extension would be allowed to reduce the time liquidated damages to thirty days. This, therefore, requires an additional 14 days extension on a non-participating basis which will leave 30 days, or $9,000 liquidated damages remaining as a deduction from the contractor along with the above-mentioned subbase penalty deduction.

The complexities of the time liquidated damages have been cited in several earlier letters. My October 30, 1973 report to you made an analysis which also left 30 days liquidated damages in effect. Your November 5 letter to FHWA recommended extension time that would have left only 23 days liquidated damages. We have repeatedly emphasized that the project was under full use by the public while these liquidated damages accrued. The non-participating Campbell Street Extension costing some one quarter million dollars was a significant addition to the project during the second year. The compromise settlement described above is reasonable for all concerned and is strongly recommended.

A rough draft letter to the contractor on the above basis is attached.

JAB:fr

Att.

RECEIVED
MAR 22 1974
Office of
Assistant State Highway Engineer

Believe meeting w/FHWA
would be appropriate after
cancelled meeting of Jan 17 is
held between Const., Region 5 & Contractor. HSC

NOTED
H. S. COULTER

RECEIVED
JAN 11 1974
Office of
Assistant State Highway Engineer

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1974

SUBJECT: Richland Interchange-S. Baker
Interchange
Contract No. 7539
Time Liquidated Damages

To: H. S. Coulter
Assistant State Highway Engineer

John A. Bond

FROM: John A. Bond
Construction Administration Engineer

Federal Highway Administration, under date of November 15, refused to concur in our third request for time extension on this project wherein we had asked for an additional 41 days. FHWA cites that the contractor was performing work on many other items both during and after the periods he was working on the three items of late bridge finishing at Campbell Street Overcrossing structure, added impact panels on Powder River Bridge (E.W.O. 12) and added wheelchair ramps on Campbell Street sidewalks (P.A. 27). The impact panels were done in fall of 1972. The other two items involved time in 1973.

The record still stands as cited in my October 30 letter to you, wherein we have FHWA concurrence in an additional 39 day extension which will leave 64 days liquidated damages at $300 per day. In effect, this 64 days is from April 8, 1973 to June 15, 1973 (the last seven days counted up to the completion date of record of June 22, 1973 were approved for extension previously and 4 days were not counted during a "Stop Work" Order over Memorial Day weekend). I have reviewed the Resident Engineer's diaries for all of the job activity in 1973. Some impressions gained from this are as follows:

On January 3, the resident engineer went over carefully all the remaining work under the contract to establish the value of the work remaining. This was found to be more than 2-1/2% of the contract amount and the decision was made at that time that retainage could therefore not yet be reduced. There was very little contract activity during January, as the project was seasonally dormant.

Subcontractor Hoaglin was quite active through most of February working on signing (was augering holes through one foot of frost on February 1). This work continued on into March, and on March 6 subcontractor Durablock Company started a crew working on inlets around Campbell Street Interchange and around midmonth, Hoaglin was working on guardrail. By March 15, subcontractor Tyee Construction Company was working on illumination excavating for light pole footings. The above was all regular contract work. By the last week of March, the median subcontractor was grouting concrete median barrier. Tyee was working, Hoaglin was finishing signing and Durablock had a large crew laying slope paving blocks at South Baker structure. Kizer was working on cleanup and slopes and Rogers had a small crew working on finishing items, such as shoulders and guardrail areas.

On April 5, subcontractor Miller resumed work on the finishing operations on the westbound Campbell Street structure; Hoaglin was working on guardrail, Rogers crew continued finishing and cleanup at various locations, Tyee was still installing illumination. Some remaining fencing was done in mid-April around the Richland Interchange.

By April 20, another subcontractor, Portland Concrete Construction, was pouring sidewalks on the Campbell Street extension and was getting ready for concrete curb work around Campbell Street Interchange. This curb work thereafter seems to be quite intermixed between regular original contract work and Campbell Street extension added work. This curb work was completed on May 1, but since some of it was not satisfactory, they had to come back later and redo it.

On May 10, Portland Concrete was pouring curb at Campbell Street Interchange, Hoaglin was aligning guardrail, and setting guideposts, Miller was still finishing Interchange structures, Tyee was still working on illumination. In mid-May, Kizer and Rogers crews were finishing slopes, cleaning pavement preparing for the last paving and on May 21, Baker Redimix was placing A.C. around Campbell Street Interchange. On May 23, Loftis Landscaping resumed seeding work. This was regular contract work on the mainline. The above pattern of work continued to the end of May.

On June 6, the lighting was turned on at Campbell Street Interchange. Also on June 6, the resident engineer and his assistant went through the project and made a list of what remained to be done to complete the job. The diary notes that the list totalled some 40 items.

On June 15, (the last day of liquidated damages, the diary notes, "contractor continued miscellaneous work of cleanup, seeding around light pole bases and hanging luminaires").

From the above, I believe it is apparent that significant items of regular contract work were done in the spring of 1973. This makes it difficult for us to fault the

FHWA position refusing our last request for further extension. The following information was secured from the Contract Payments Section showing earnings to the contractor during the 1973 months:

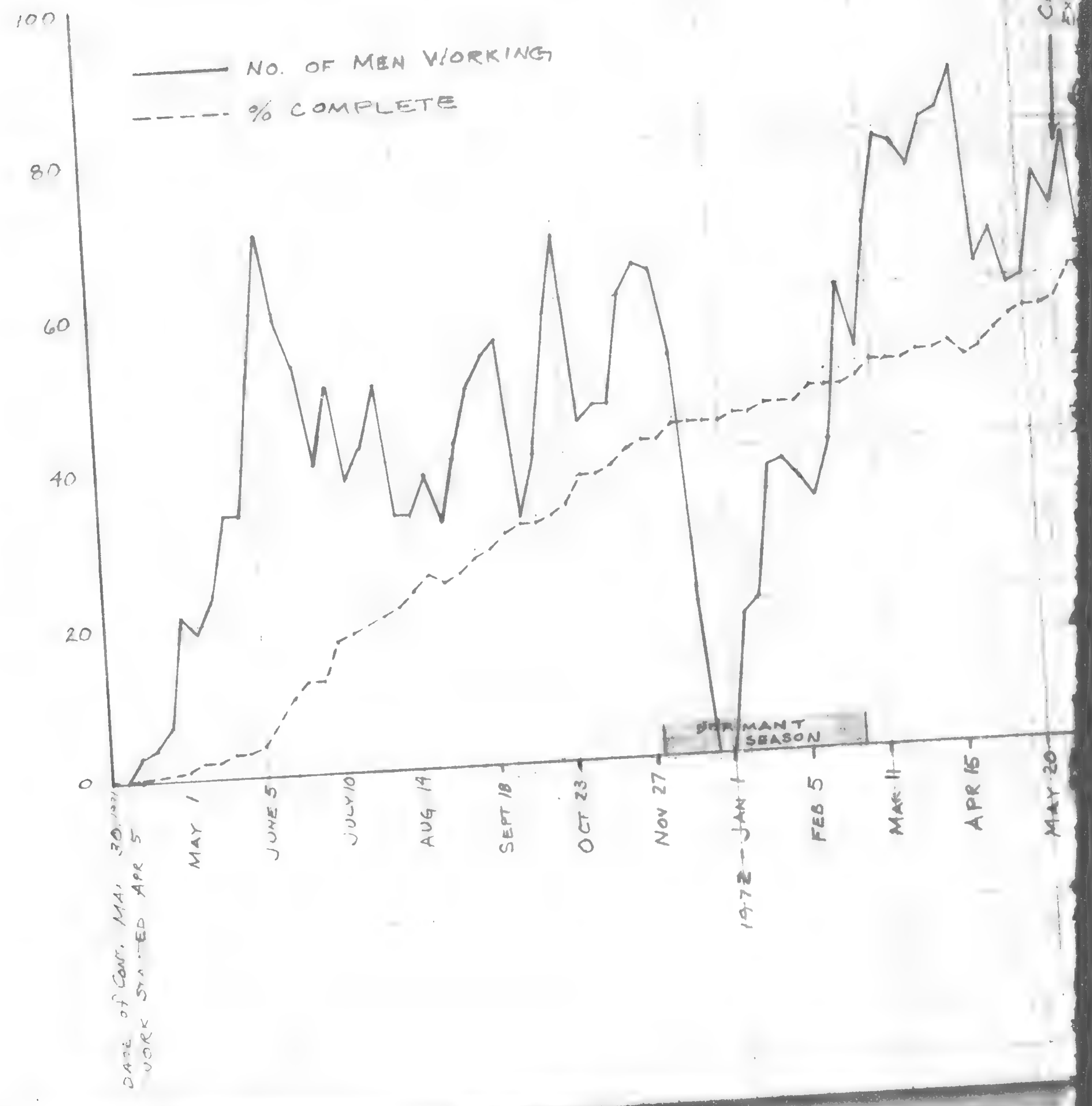
Total Work Done to January 5		$5,427,082.90
To February 5	$7,771.09	
To March 5	45,529.12	4.49% of total work
To April 5	57,828.95	110 days charged =
To May 5	75,078.07	18.7% of time
To June 5	46,771.73	64 days left = 11.9% of time.
To June 22	22,303.75	
	$255,282.71	

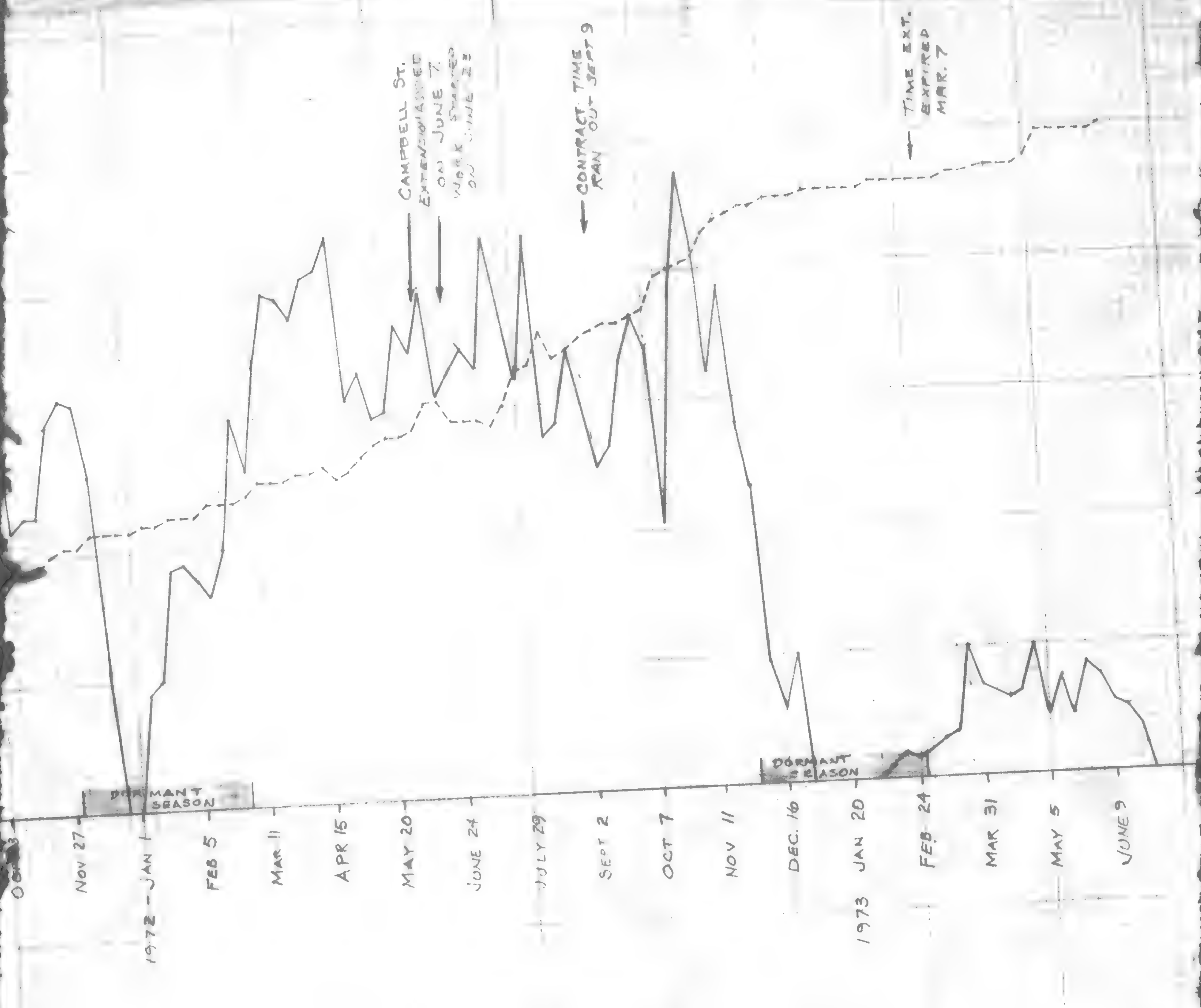
These relationships put the matter in perspective. To assess $19,200 in liquidated damages does seem a little harsh on a job under traffic. (Engineering costs are over about $20,000 after allowing an additional increment for the added Campbell Street work)

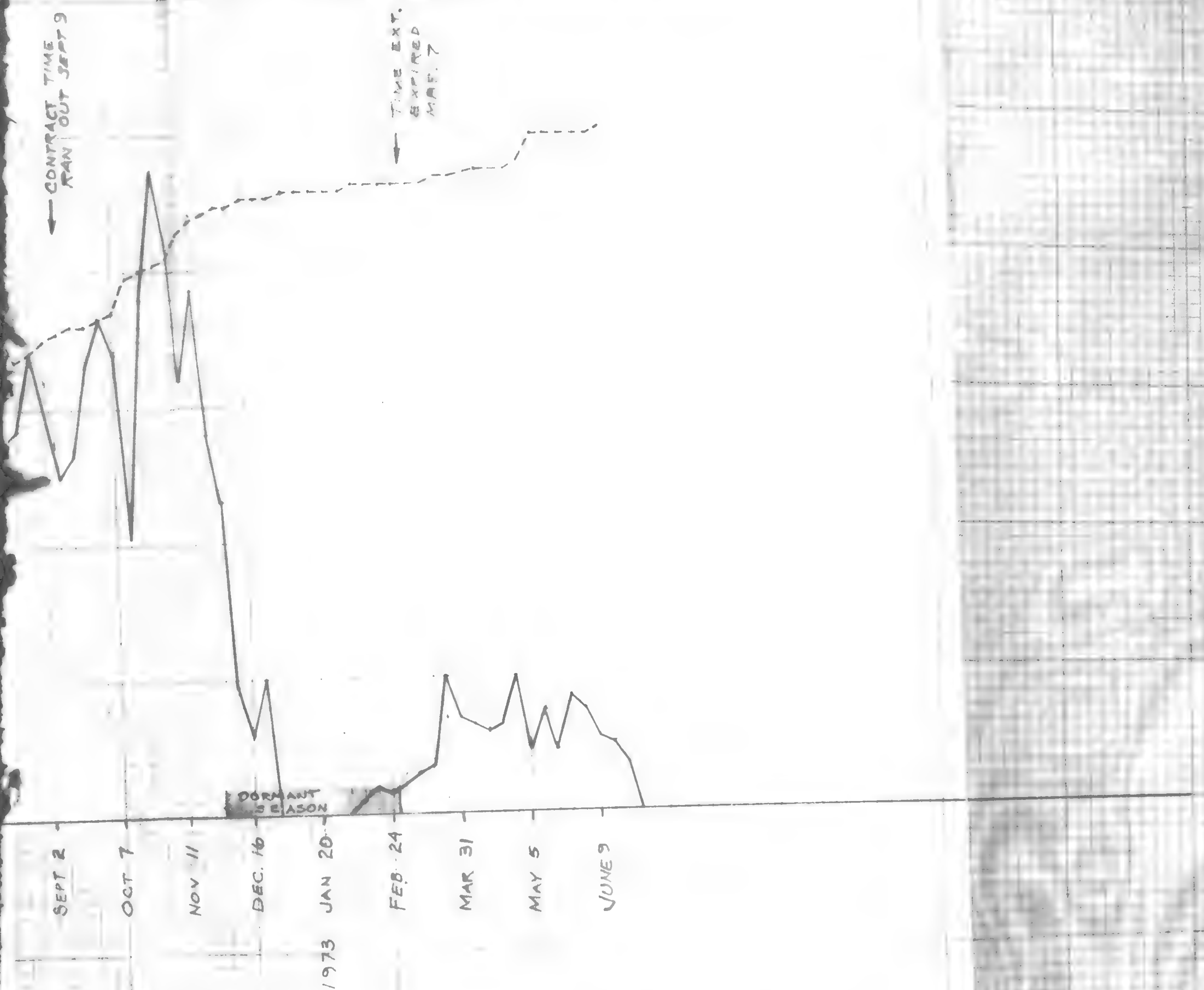
If you wish to pursue additional extension, perhaps a meeting with FHWA would be helpful.

JAB:fr

CONT. # 7539
RICHLAND - S. BAKER




CAMPBELL ST.
EXTENSION ASKED
ON JUNE 7.
WORK STARTED
ON JUNE 28
CONTRACT TIME
RAN OUT SEPT 9
TIME EXT.
EXPIRED
MAR. 7
DORMANT
SEASON
DORMANT
SEASON
OCT 23
NOV 27
1972 - JAN 1
FEB 5
MAR 11
APR 15
MAY 20
JUNE 24
JULY 29
SEPT 2
OCT 7
NOV 11
DEC. 16
1973 JAN 20
FEB. 24
MAR 31
MAY 5
JUNE 9


CONTRACT TIME RAN OUT SEPT 9
TIME EXT. EXPIRED MAR. 7
DORMANT SEASON
SEPT 2
OCT 7
NOV 11
DEC. 16
JAN 20
1973
FEB. 24
MAR 31
MAY 5
JUNE 9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: November 15, 1973

In reply refer to: 10-35-A5

H. S. COSLIER

SUBJECT: Oregon Project I-80N-7(34)301
Richland Interchange-S. Baker Interchange Section
Old Oregon Trail Highway
Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We cannot concur in the contract time extension requested in your November 5, 1973 letter for the following reasons:

1. The contractor was performing work on many other items both during and after the periods he was working on the items listed in your letter.

2. It is not evident that the items mentioned had any appreciable effect on the completion of the other items.

3. Although it is true that public benefits were realized from opening the road to public travel on December 21, 1972, public costs were incurred in the form of additional engineering expenses because the contract work was not completed until long after that date. It seems the issue to be addressed is why the contract was not completed on that date. If responsibility for the delay rests with the contractor, the assessment of liquidated damages is appropriate.

G. L. Green

11-19-73

RECEIVED
STATE HWY ENGR
NOV 19 '73
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
NOV 1 1973
Office of
Assistant State Highway Engineer

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 30, 1973

SUBJECT: Richland Intch.-S. Baker Intch.
Contract No. 7539
Time Extension

To: H. S. Coulter
Assistant State Highway Engineer
State Highway Building

You asked that we review further the time liquidated damages on this project, particularly regarding late change orders and the last structure finishing at Campbell Street Interchange which the contractor cited in his last request for extension dated August 6, 1973. The way the record stands now, an 85-day extension has been approved last year with FHWA concurrence for the added Campbell St. extension work only, plus we have FHWA concurrence in an additional 39 days out of an additional ~~39 days out of an additional~~ 70 we requested in your August 27, 1973 letter. Formal action on this 39 days has not yet been taken. After deducting it, there remains 64 days liquidated damages at the rate of $300 per day, representing $19,200.

Work on concrete surface finishing at the westbound Campbell St. overcrossing structure was performed on 18 days in April and May of 1973. At a November 30, 1972 meeting (to go over details about getting the project open in December) the contractor was told that he could not close the westbound Campbell St. structure completely for cold weather finishing. He could do it one-half at a time under traffic or wait until spring when a temporary enclosure would not be necessary. (See November 30 Resident Engineer diary entry attached).

I presume it was more economical to wait until spring to finish this work. There was also finishing to do at the South Baker Interchange structure and the contractor worked there 11 days also in April and May in 1973. Had the contractor pursued this work at extra expense with a cold weather enclosure in the winter of 1972-73, we may have had a claim for additional costs. There has been no claim based on this item and I would not anticipate one at this late date. I believe there is good enough basis here to seek FHWA concurrence in an additional 18 days on this reason, expanded by 7/5ths for weekends to 25 days.

The largest late price agreement (that is, after September, 1972) was P.A. 24 in the amount of $30,186 to cover an overrun of guardrail. This was mostly due to installing rail around the Richland Interchange which had not been anticipated on the plans. By the contractor's own statement, this work was done in December of 1972 when time was not being counted and I do not see where it can logically be used now as a reason for further extension.

Of the remaining late orders, three in amounts of over $1,000 may merit extension. These are as follows:

E.W.O. 12 in the amount of $8,385 for impact panels on Powder River Bridge. This was on the non-participating Campbell Street extension work and this E.W.O. was not mentioned in the earlier discussion of the added Campbell Street work. The contractor requests 9 days on this reason and this appears reasonable. We have checked the actual billing and find the work employed from 2 to 10 men on 10 days in October 1972. A.C. paving was in progress elsewhere at the time. A.C. was completed on Campbell Street in mid-November. It was intermingled with the regular contract paving. It appears this impact panel work affected the Campbell Street progress.

P.A. 27 dated April 12, 1973 in the amount of $2,625 added wheelchair ramps to the Campbell Street sidewalks near the Baker City Park and is also non-participating work which was done entirely on liquidated damage time. The Resident Engineer reports it took about one week. We could ask for FHWA concurrence in 16 days for this non-participating work on the above two items (E.W.O. 12 and P.A. 27). That would make a total of 101 days attributable to the non-participating Campbell Street extension. This 16 days plus the 18 for structure finishing discussed earlier makes a total of 34 days. This much new additional extension would leave 30 days liquidated damages in effect.

A rough draft letter to FHWA on the above basis is attached.

C. T. Keasey
Construction Engineer

By

John A. Bond
Construction Administration
Engineer

JAB:fr

Attach.

cc: V. L. Gallagher

RECEIVED
SEP 7 1973
Office of
Assistant State Highway Engineer

FORM 2-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1973

SUBJECT: Richland Interchange-South Baker
Interchange Section
Contract No. 7539
Time Liquidated Damages

To: H. S. Coulter
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

Herewith three items relating to the time extension request under consideration:

1. You requested clarification of the August 30 letter from FHWA concurring in 39 days additional time extension. I have discussed this letter with Mr. Nichols and find there was no specific basis for the 32 days concurred in on the first three reasons. This happens to be about one-half of the 63 days we had requested on these three reasons. Mr. Nichols felt there was basis for some time extension, but due to the magnitude of the concurrent work on regular bid items, he did not concur in the entire 63 days. He says he "was just being generous" and used an arbitrary one-half factor.

2. The latest chapter on this same subject is a third request from the contractor which we just received from the field this week. Our entire file is attached. The contractor now lists thirteen specific items, the first ten of which are on specific extra work orders or price agreements other than the two large price agreements which added the Campbell Street extension. The Resident Engineer discusses all of these separately and recommends against any time on the first ten reasons and the Region concurs.

The contractor now requests a total of 95 days for the Campbell Street extension, (Price Agreements 13 and 15); 85 days were granted for this a year ago. The Resident recommends the 95 and the Region does not. The effect of the Campbell Street work was the subject of my August 24 letter to you discussing it in more depth.

The twelfth reason relates to surface finishing and painting on the Campbell Street interchange structure and here again the Resident recommends the 30 days requested by the contractor and the Region does not. By the time the Region made their recommendation on this newest request, they had a copy of your August 27 letter to FHWA. The Region seems to conclude that they agree with that analysis.

3. As a matter of information, we checked the latest engineering charges through August which were just available yesterday. Details are shown on the attached worksheet. Even after increasing the engineering authorization in proportion to the Campbell Street extension, the engineering has overrun $21,000 plus. We should anticipate that there will be several more thousand dollars additional charges yet to be reported.

JAB:fw
Enc.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 30, 1973

In reply refer to: 10-35-A5

SUBJECT: Oregon Project I-80N-7(34)301
Richland Interchange-S. Baker Interchange Section
Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Coulter's letter requesting our concurrence in extending the contract time on the subject project 70 days in addition to the time previously granted.

It appears a time extension is warranted, but not the amount requested. The contractor did work 6 days refinishing the subbase; however, at the same time he was doing other grading work, crushing full time, placing subbase, and constructing structures. The structure work, which had no relation to the refinishing, was one of the primary factors in the late completion of this project.

It is also requested a time extension be allowed for the entire time the subbase work was delayed and the subbase was being treated with lime. During this period, the contractor completed his crushing, performed work on structures during the entire period, worked on Campbell Street for which a time extension has already been allowed, started placing plant-mix bituminous base in the area treated by lime on September 12, then resumed other work such as priming and placing PMBB and AC soon after.

When all the other work that was accomplished during this period and his subsequent construction activities are considered, it appears that the extra work affected the final completion date only slightly. However, we are willing to concur in a time extension of 32 days for the first three items in your letter and your recommended 7 days for the last item for a total of 39 days.

G. L. Green

CC [illegible]
[illegible]

RECEIVED
STATE HWY ENGR
SEP 5 '73
REFER TO
Coulter - HAA
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7539

August 27, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

-7539

SUBJECT Request for Time Extension
Richland Int.-South Baker Int. Section
Oregon Project I-80N-7(34)301

Rogers Construction, Inc. has requested further consideration of their request for a 165-day extension of contract time based on three reasons: (1) subgrade finishing to a closer tolerance than required by the specifications, (2) added work for reconstruction of Campbell Street, and (3) three extra work orders to lime treat aggregate subbase material. When this request was submitted last September, an 85-day interim extension was granted based solely upon the reconstruction of Campbell Street (Price Agreements 13 and 15), and final action was delayed until further facts were known. Subsequently, the lime treatment was completed with full federal participation. The project was completed June 22 with 103 days' liquidated damages at $300 per day (after recognizing the 85-day extension).

1. The contractor was required to finish the aggregate subbase to a closer tolerance than required by the specifications. An adjustment has been made to the contractor (Price Agreement No. 26, participating), and some time for the more precise work is justified. The records show a six-day delay associated with this reason.

2. After considerable study, it was determined to lime treat the subbase. Subbase work stopped on July 21, 1972, and did not resume until about August 5, 1972, a delay of 14 days spent sampling, testing and decision-making during prime time when surfacing work was critical.

3. According to the force account bills, there were 43 days (including weekends) spent on three extra work orders for the lime treatment (August 15 through September 25; October 24 and 25). This was an unanticipated added operation requiring use of up to three graders, two rollers, water truck and hauling trucks as well as a significant part of the project force. Your concurrence is requested in extension for the 43 days spent on this added work.

4. In addition, we find basis to grant the last seven days counted when only corrective work on asphaltic concrete joints was being done. This kind of corrective work does not involve new earnings to the contractor and is frequently accomplished after a formal completion date.

This section was opened to traffic December 21, 1972.

These four items total 70 days' recommended time extension. This would leave 33 days' liquidated damages in effect. We request your approval.

JAB:fw ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz
V. L. Gallagher

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1973

SUBJECT: Richland Interchange-S. Baker
Interchange Section
Contract No. 7539
Request for Time Extension

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

Since my August 16 report to you, we have done a little more work reviewing the progress of this contract, particularly during the last year while the Campbell Street extension work was performed. Attached is a condensed chart showing the overall percent of the project completion and number of men working versus time. This is of interest, but I do not believe it points out any new things to explore.

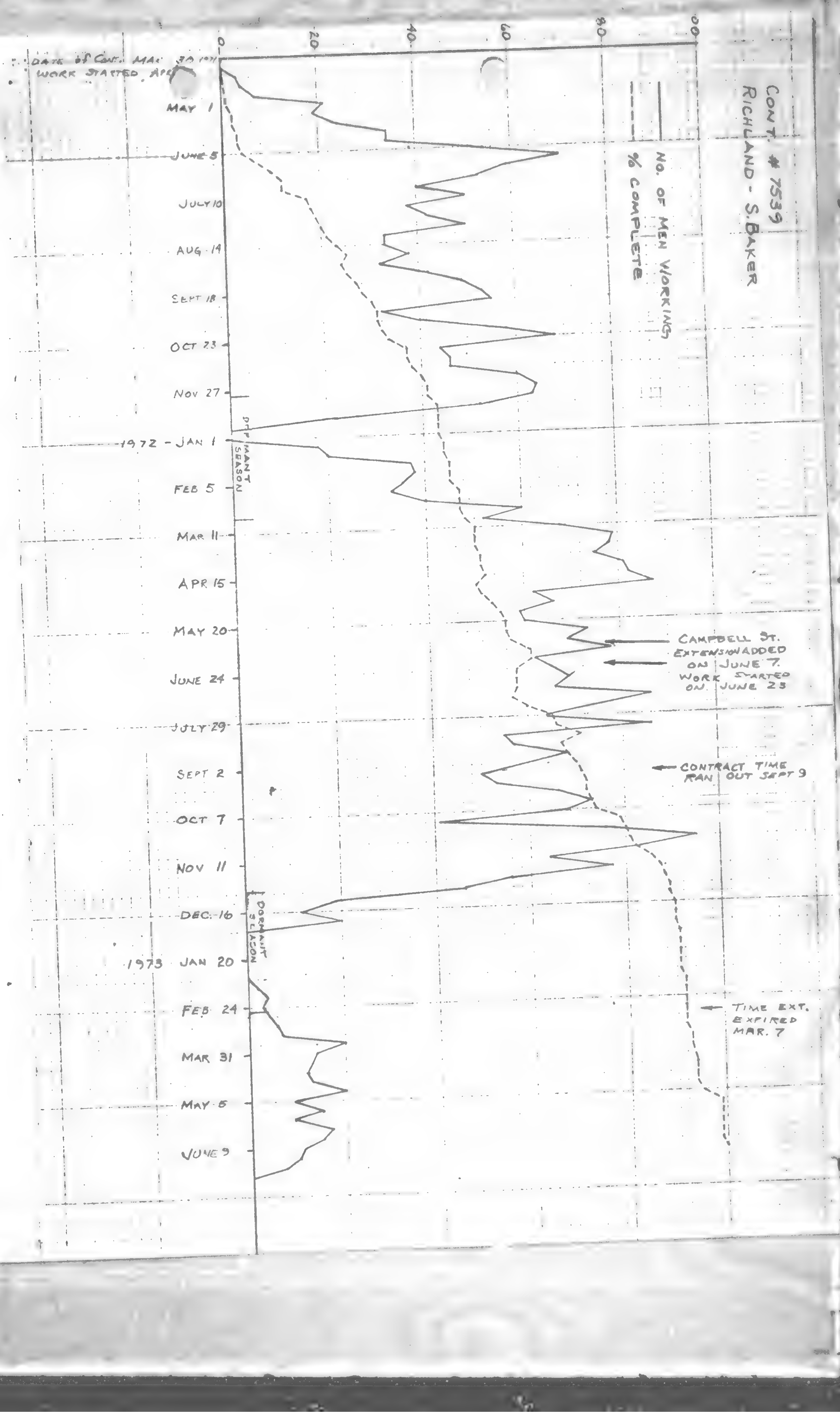
Also attached is a tabulation of information taken from the monthly progress estimates through the last year of the project. On this we have shown separately the added Campbell Street structure and grading and paving earnings and the total monthly estimate contract earnings to show the money volume relationship of the Campbell Street work to the overall project.

On just a time-money basis, the Campbell Street work spread over the entire 12-1/2 months elapsed time from June 5, 1972 until completion of the project June 22, 1973 would represent 12 percent of the time or about 46 days. Actually, three months of this time was not even counted and if we recognize that, then the 12 percent Campbell Street work represents only 35 days on this time-money perspective. We have already allowed 85 days time extension for the Campbell Street reason.

It should also be noted that the prime contractor subcontracted in a completely separate subcontract to John Gilliland all of the Campbell Street structure work. Gilliland was not involved in the regular contract structures work, so there was apparently no diversion of the contractor's own forces as far as the Campbell Street structure was concerned.

RECEIVED
AUG 24 1973
Office of
Assistant State Highway Engineer

JAB:fw
Enc.


CONT. # 7539
RICHLAND - S. BAKER
NO. OF MEN WORKING
% COMPLETE
0
20
40
60
80
100
DATE OF CONT. MAR 30 1971
WORK STARTED APR
MAY 1
JUNE 5
JULY 10
AUG 14
SEPT 18
OCT 23
NOV 27
1972 - JAN 1
DORMANT SEASON
FEB 5
MAR 11
APR 15
MAY 20
JUNE 24
JULY 29
SEPT 2
OCT 7
NOV 11
DEC. 16
DORMANT SEASON
1973 JAN 20
FEB 24
MAR 31
MAY 5
JUNE 9
CAMPBELL ST. EXTENSION ADDED ON JUNE 7. WORK STARTED ON JUNE 23
CONTRACT TIME RAN OUT SEPT 9
TIME EXT. EXPIRED MAR. 7

OREGON STATE HIGHWAY DIVISION

SHEET .... OF .... SHEETS

Campell Street Work

Richland Intchge. - S. Baker Intchge.

Contract 7539

Estimate No.	Period Covered		Estimate Payment	Nonparticipating Work Str.(1)	G + P(2)		Percent of Est. Paymet
16	6-5-72	7-5	120,740	1,000	25,386		22%
17	7-5	8-5	378,490	29,128	23,192		14
18	8-5	9-5	288,513	21,424	9,786		11
19	9-5	10-5	497,845	53,402	24,378		16
20	10-5	11-5	379,060	4,215	43,437		13
21	11-5	12-5	362,153	2,751	17,973		6
22	12-5-72	1-5-73	35,939	7,311	—		20
23	1-5	2-5	7,771	—	-1,676		—
[illegible]	2-5	3-5	45,529	—	-7,604		—
	3-5	4-5	57,829	—	—		—
	4-5	[illegible]	75,078	—	20,793		28
	5-5	[illegible]	[illegible]	—	5,439(3)		12
	6-5	6-22-73	[illegible]	—	1,821		8
	Totals		[illegible]	119,231	162,925		12%
				$282,156			

8-22-73
J. K.

(1) PA 15, 19 & 20 and EWO 12

(2) PA 13, 21 & 27 and EWO 11

(3) [illegible] made for PA #17.

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1973

SUBJECT: Request for Time Extension
Richland Interchange-South Baker
Interchange Section
Contract No. 7539

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

Rogers Construction, Inc. has requested further consideration of their original request for a 165-day extension of the contract time based on three reasons: Subgrade finishing to a closer tolerance than required by specifications; the added work for reconstruction of Campbell Street; and three extra work orders to lime treat aggregate subbase material. This request was submitted last September and at that time an 85-day interim extension was granted based only on the reconstruction of Campbell Street (Price Agreement 13 and 15) and final action delayed until the status and extent of the lime treatment was known. Also, there was some hope then that the project would be completed before the time count resumed March 1, 1973.

Subsequently, the lime treatment was completed with full Federal participation. The project was completed June 22 with 103 days liquidated damages at $300 per day.

The contractor was required to finish the aggregate subbase to a closer tolerance than required by specifications. We have made an adjustment to the contractor for this (Price Agreement 26, participating) and some time for the more precise work is justified. The records show six days.

After considerable review, it was ultimately determined to lime treat the subbase. Subbase work was stopped on July 21, 1972 and did not resume until about August 5, 1972, which was a delay of 14 days. This time was spent sampling, testing and decision making during prime time when surfacing work was critical.

There were 43 days (including weekends) spent on the three extra work orders for the lime treatment (from August 15 through September 25 plus October 24 and 25). This was obviously concurrent with other work as the lime treatment required up to seven full time people but from 45 to 66 production people were on the job. To some indeterminable extent, the lime work was concurrent also with the added Campbell Street work which has been used to justify the first 85-day extension. If we recognize all the 43 days lime time, the above three reasons would extend the time 63 days or to May 10, 1973, leaving 40 days liquidated damages in effect. This focuses attention on the job activity for the last 40 days counted.

Weekly reports for the last seven weeks to completion are attached. There may be basis to grant the very last seven days when only corrective work on A.C. joints was being done. Corrective work of this nature does not involve new earnings to the contractor and is frequently done after a formal completion date. If we exclude this seven days, it still leave 33.

Note from the weeklies that there was apparently still considerable regular contract work on Campbell Street Interchange structure, illumination, mulching, seeding and fertilizing and general clean-up. It becomes apparent that a complete time extension is not clearly justified.

I have discussed this with the FHWA Area Engineer and have no commitment. Their concurrence in even all but 33 days (a 70-day extension) may be hard to get.

It should be noted that this section was opened to traffic last December 21.

This was a Federal-aid Interstate project. Rough draft letter to the FHWA on the basis of a 70-day extension is attached. We will prepare the other necessary letters when we have the FHWA response.

JAB:fw
Enc.
cc V. L. Gallagher

7539

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-7(34)301
Richland Interchange-South Baker Interchange
Old Oregon Trail Highway

DATE: March 15, 1974

In reply refer to: 10-41-A

FROM : G. L. Green, Division Engineer

NOTED
H. S. COULTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reevaluated the contract time charge on the subject project as requested by Mr. Coulter during a meeting with us on March 13, 1974.

This reevaluation has indicated that the addition of the Campbell Street work and the problem with the subbase may have some additional influence on the completion date not previously considered.

On the basis of this additional influence we would accept for Federal-aid participation purposes an additional 20 days of contract time with a balance of 44 days subject to liquidated damages.

for G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
MAR 18 '74
REFER TO
Coulter - T.A.A
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
MAR 19 1974
Office of
Assistant State Highway Engineer

3-19-74
cy Canal. —

7539

5

March 14, 1974

Fords Welding and Repair
2405 Birch
Baker, Oregon 97814

Attention: Ron Dolby

Gentlemen:

This is in reply to your letter of March 6 advising us that you have not received payment from Hoaglin Construction Company or the bonding company for work on the Richland Interchange-South Baker Interchange Section.

Our records indicate that your claim in the amount of $230 was filed with the Secretary of State on January 28, 1974, and was assigned his File No. 4857. This filing will protect your claim under the bond. The contract was completed on June 22, 1973, but has not yet been accepted.

For your information, we are attaching excerpts from the Oregon Revised Statutes Relating to Public Contracts; Bonds; Actions on Bond.

We are forwarding a copy of your letter to The Travelers Indemnity Company, The Great American Insurance Company, and the prime contractors.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkm
Att.
cc Ray Kizer, Ray Kizer Constr. Co., & Rogers Constr., Inc.
The Travelers Indemnity Co.
The Great American Ins. Co.

Fords Welding & Repair
2405 Birch
Baker, Oregon 97814

March 6, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Atteneion: C. W. Head

Dear Sir:

I received your letter of January 25, 1974 in regards to the bill owed me by the Hoaglin Construction Company for the work done on the Richland and South Baker Interchange.

I am writing this letter to inform you I have not received payment from Hoaglin Construction Company or the Bonding Company. Can the State take further action on this matter to help me settle this account.

Very truly yours,

Ron Dolby

Ron Dolby

RECEIVED
MAR 7 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

7539

Claim #4862

5

FILED
MAR 18 1974
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

March 14, 1974

Famcos, A Division of
Fencing and Awning Co.
801 East Viola Street
Yakima, Washington 98901

Attention: E. L. von Gohren

NOTED

Gentlemen:

We have received your claim letter of March 7 advising us that Ray Kiser, Ray Kiser Construction Company and Rogers Construction, Inc., owes you a balance of $510 for furnishing and installing signs.

This appears to be in reference to the Ray Kiser, Ray Kiser Construction Co., and Rogers Constr., Inc., Contract No. 7539 for work on the Richland Interchange-South Baker Interchange Section of the Old Oregon Trail in Baker County.

The Travelers Indemnity Co. and The Great American Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will forward it to the Secretary of State for filing.

This contract was completed on June 22, 1973, but has not yet been accepted.

Please advise this office when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

CWH:fm
cc Ray Kiser, Ray Kiser Constr. Co. & Rogers Constr., Inc.
The Travelers Indemnity Co.
The Great American Ins. Company

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

CH 8-5117

FENCES, A DIVISION OF
FENCING & AWNING CO.
801 East Viola Street
Yakima, Washington 98901

FENCING: WIRE FOR RESIDENTIAL, FARM AND INDUSTRIAL USES

GATES: ALL METAL STOCK OR MADE TO ORDER

FENCING AND GATE PARTS: OVER 500 ITEMS

POSTS: PIPE, TEE, MAILBOX AND CLOTHESLINE

PANELWEAVE OR REDWOOD SLATS: ADD TO CHAIN LINK FENCING FOR WINDBREAKS AND PRIVACY

DOG RUNS: COMPLETE INSTALLATION OR DO-IT-YOURSELF KITS

BACKSTOPS: PORTABLE OR FIXED MADE TO ORDER

PLAYGROUND EQUIPMENT: SCHOOL AND PARK TYPES

ATHLETIC EQUIPMENT

SWIMMING POOL EQUIPMENT: RESIDENTIAL AND PARK TYPES, LADDERS, BOARDS, ETC.

AWNINGS, CARPORTS AND PATIO COVERS: ALUMINUM, PLASTIC OR FIBERGLASS

TOOLS: FREE LOAN WITH FENCING PURCHASES

PIPE: STOCK OR CUT LENGTHS

March 7, 1974

State Highway Dept.
State Highway Building
Salem, Oregon 97310

Attn: C. W. Head, Supervisor of Transportation
Commission Services, Room 121

Dear Mr. Head:

Thank you very much for your information and your telephone conversation of 3.7.74.

We wish to file a claim for the sum of $1,021.00 against retained percentages and/or bonding which is a result of the unpaid balance for furnishing and installing fencing along the highway for your contract No. 7539. The contract was performed by Ray Kizer and Ray Kizer Construction Co. and Rogers Construction, Inc., P. O. Box 16537, 11760 N. E. Glison, Portland, Oregon for the project known as Richland Interchange-So. Baken Interchange.

The bonding companies are the Traveler's Indemnity Co. and Great American Insurance Co.

We take this action because we feel that the job should have been completed a long time ago and we should not be held up in the payment of the balance due us because of the actions of the contractor.

Yours very truly,

E. L. von Gohren
Fences, A Division of
Fencing & Awning Co.

RECEIVED
MAR 11 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

ELvG:mp

P. S. March 8, 1974. Today we received a check from them in the amount of $511.00 leaving a balance of $510.00 instead of the $1,021.00 shown above.

NOTED
C. W. HEAD

#7537

173-J

REFERRED BY:
F. B. Klaboe ____
A.E. Johnson xx

No. 173
Date 3/8/74
To Sollis

____ Acknowledge
____ Investigate
____ Action
xx Direct Reply-bc this office
____ R/D Reply
____ Signature
____ Information
____ File

Letter from:
Kenneth C. Hadley, Atty
Date:
3/4/74
Re:
Marnie Roy Bethke's claim arising from accident on Hwy 202 and Hwy 86 in Baker August 6, 1972

Closed
Date Completed:
6-4-74

KENNETH C. HADLEY
ATTORNEY AT LAW
P. O. BOX 430
BAKER, OREGON
97814

AREA CODE 503
523-4418

March 4, 1974

State Highway Department
State of Oregon
Salem, Oregon 97310

Keiser Construction Co.
Mr. John Keiser
Route 3 Box 128
Canby, Oregon

Rogers Construction Co.
Mr. Ronald C. Rogers
11760 NE Glisan
Portland, Oregon 97220

RECEIVED
STATE HWY ENGR
MAR 7'74
REFER TO
Soller
FOR

cy Coulter

Gentlemen:

Please be advised that I am representing Mr. Marnie Roy Bethke in his claim against the State Highway Department, Keiser Contruction Co., and Rogers Construction Co. for injuries sustained in an automobile accident at the construction site on Highway 202 at or near Highway 86 in the City and County of Baker, State of Oregon, on August 6, 1972.

As you are probably aware, the accident occurred at a construction site when the automobile in which Mr. Bethke was riding hit bumps in the road, hit a detour barricade and rolled several times causing serious injuries. There were no signs or notices or lights to warn drivers of the hazardous construction detour and the injuries sustained by Bethke were approximately caused by negligence of the highway Department and the construction companies in failing to properly warn persons using the highway of the hazardous conditions.

Mr. Bethke's medical condition has finally stabilized and he lists the following special damages at this time:

Veterans Hospital.......	$2,132.00	- Boise
St. Elizabeth Hospital..	2,368.90	- Baker
Dr. Pollock	558.50	- Baker
Loss of Wages for 14 mos at $400 per month	5,600.00	
3 round trips to Boise..	117.00	
Medical Prescriptions...	30.00	
TOTAL..........	$10,806.40	

In addition, Mr. Bethke has of course, suffered serious permanent scars to his leg and stomach areas, has suffered considerable pain and related problems from the injuries sustained in this accident.

Mr. Bethke herewith files claim for $75,000.00 damages resulting from the above stated accident.

We will appreciate your advising your position in this matter at your earliest convenience.

Very truly yours,

Kenneth C Hadley
Kenneth C. Hadley

KCH:kah
cc: Mr. Jim Sauve - Claims Manager

7539

5

February 27, 1974

United Pacific Reliance
  Insurance Companies
728 St. Helens Avenue
Tacoma, WA 98402

Attention: Robert L. Miller

Gentlemen:

This is in reply to your letter of February 22, 1974, concerning the Kiser-Rogers Contract No. 7539 in Baker County. This contract was completed June 22, 1973, but has not yet been accepted.

As requested, we are attaching a xerox copy of Estimate 29 Semifinal Contract Payment Voucher. The payment of $8,429.56 was mailed to the prime contractors on February 20, 1974.

Very truly yours,

G. W. Reed
COMMISSION SERVICES

GWR:rw
Attachment

bc Dick Haeck

7539

February 5, 1974

Kizer-Rogers Construction Company
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

Your requests for additional time extension on the Richland Interchange-South Baker Interchange, Contract No. 7539, have been considered and analyzed in considerable detail. This has included a particularly close review of the work done on the project in 1973 when the last 4 1/2 percent of the contract value was accomplished and all the remaining liquidated damages accrued.

We will grant an additional 39-day extension which represents $11,700 in deducted liquidated damages. This 39 days consists of the last 7 days charged, during which the AC joint corrective work was done, and 32 days for Price Agreement 26 subbase finishing and the E.W.O. 9, 10, and 11 lime treatment work.

We are well aware that after allowing for this second 39-day extension, there still remains 64 days liquidated damages in effect, and our most recent studies have been concerned with the facts relating to this 64 days. Any additional pertinent information you could submit would be considered.

In the meantime, it seems appropriate to process the additional 39-days extension which I have approved, and we will promptly do so.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
W. E. Schwartz

JAB:lb cm

E-320 (Rev.)—6M—9-64

OREGON STATE HIGHWAY DIV.
RECEIVED
AUG 13 1973
E. L. SCRIVNER
Resident Engineer

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 10 august, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 485 days to 720 days, within which to complete our Contract No. 7539, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See our Letter of 6 aug. 1973

Respectfully submitted,

Rogers Construction Inc.
Contractor

By George M. Schweiger

CONSENT OF SURETY

Date August 10, 1973

We, The Travelers Indemnity Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Alice Joanne Schlatt
Attorney-in-fact

Donald E. Rieger
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 753 Contractor Ray Kiser, Ray Kiser Construction and Rogers Const.

Highway Old Oregon Trail

Section Richland Interchange-South Baker Interchange

Kind of Work Grading, Paving, Structures, Signing and Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~[illegible]~~

Recommend additional 39 days extension for added subbase work on P.A. 26, and lime treatment on E.W.O. 9, 10 and 11 and the last days charged during A.C. joint corrective work.

Recommended for Approval:

Regional Cons. Engineer Division Engineer

Construction Engineer or ~~Bridge Engineer~~

H. S. Coulter

Asst. State Highway Engineer

Contract No.	7539
Project designation	I-30N-7(34)301 State-Federal
Date awarded	March 30, 1971
Work started	April 4, 1971
Per cent completed	100, 6-22-73 Date
No. of Workdays Allowed	400
No. of Workdays Used	508
No. of Added Workdays Requested	235

HP-6296-734

W RAY ROGERS • DONALD [illegible]OGERS • GENERAL CONTRACTORS • [illegible]
President Vice-President, Treasurer

ROGERS
CONSTRUCTION, INC.
11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

August 6, 1973

OREGON STATE HIGHWAY DIV.
RECEIVED
AUG 8 1973
E. L. SCRIVNER
Resident Engineer

Oregon State Highway Department
P. O. Box 427
Baker, Oregon 97814

Attention: Mr. E. L. Scrivner, Resident Engineer

Dear Mr. Scrivner:

RE: Extension of Contract Time - Contract Number 7539

Reference is made to my letters of 6 September 1972 and 9 March 1973 both in regard to an extension of contract time on referenced project.

Our letter of 6 September 1972 requested an extension of 165 days and detailed various reasons and justifications for the additional time. Your letter of 24 November granted an interim extension of 85 days with the understanding the additional 80 days would be considered near the completion of the project. As indicated in my letter of March 9, 1973, the contractor with the joint efforts of the Highway Department, working under adverse weather conditions, opened the project for public use in late December of 1972. There were several items of work such as concrete medium barrier, top lift of asphalt paving on a short section of Campbell Street, final finish on some structures, and concrete bases for permanent signs and lighting which was not practical to complete at that time of year. These presented very little inconvenience to the traveling public. In our letter of 9 March 1973 we are again requesting the granting of the additional 80 days from our previous request.

During the completion of referenced project, numerous extra work orders were written to correct differences which had come to light through the project being open for the public or through subsequent inspections by various highway personnel or federal agencies.

Included herein are the various extra work orders and/or price agreements which the contractor feels are justification for further increases in our contract completion days.

NOTED
E. L. SCRIVNER
Date 8-6-73

1. E.W.O. #12 Requested Impact Panels on Powder River Bridge. This work had to be completed prior to the completion of paving on Campbell Street. Time requested 9 calendar work days.

2. E.W.O. #13 Requested Inspection Access Holes in Campbell Street Structures. This work required "block outs" during the pouring of the structures and the fabrication and installation of access hole covers. Time requested 10 calendar work days.

3. E.W.O. #14 Extend Culvert Pipe and Flatten Slopes Near Station 2206. This for added safety protection. Time requested 2 calendar work days.

4. E.W.O. #16 Install Gates in R/W Fence on Smith Access Ditch. Time requested 3 calendar work days.

5. Price Agreement No. 25 requested installation of slope paving curbs along slope paving under Richland Interchange Structure. Time requested 10 calendar work days.

6. Price Agreement No. 26 requested aggregate sub-base to be finished to closer tolerances than required by contract specifications. Time requested 6 calendar work days. This is in addition to previous request in our letter of 6 September 1972.

7. Price Agreement No. 27 Install Wheel Chair Ramps on Campbell Street near Baker City park. Time requested 10 calendar work days.

8. Price Agreement No. 29 Explorations to locate existing culvert pipe along Campbell Street. Time requested 6 calendar work days.

9. Price Agreement No. 31 Furnish and install electric junction boxes at Campbell Street Interchange. Time requested 7 calendar work days.

10. Price Agreement No. 24 Install 5850 linear feet of additional guard rail. This work was accomplished in late December so that project could be opened to traffic. Weather conditions made progress slower than would normally be expected. Time requested 20 calendar work days.

11. Price Agreement No. 13 and 15 Campbell Street Extension and Powder River Bridge Construction. We requested 60 work days for this work in our letter of March 9, 1973 which would not be sufficient for the completion of these price agreements. Had this work been by seperate contract, I am sure that time allowed would have been between 150 and 190 calendar work days. We feel an additional 35 days over and above the 60 days previously requested would be justifiable.

12. In order to open the project by 22 December 1972, it was necessary to remove all the temporary scaffoling from under Campbell Street structure prior to the final finish and clean up. This made it necessary to install temporary scaffoling, use sissor trucks, and move scaffoling several times to complete the work this spring.

Time requested for this additional work and special equipment 30 calendar work days.

13. The City of Baker under seperate agreement with the Oregon State Highway Department installed the bases for the Interchange lighting at Campbell Street. When our sub-contractor attempted to install the light poles, he found the bases had been set wrong. The city employees picked up the light poles, took them to their shop, cut the poles and turned the heads so they would reflect into Campbell Street instead of away from Campbell Street.

Time requested 7 calendar work days.

The contractor respectively requests a time extension of the 80 calendar work days which was held in abeyance from our original request of 9 March 1973. For the items as indicated herein, the contractor further requests a time extension of an additional 155 calendar work days. We recognize the additional 235 calendar work days requested herein is far in excess of the additional work days used to complete the project. We further recognize that other work was being accomplished at the same time that work by extra work order and price agreement was being accomplished. However, we feel the additional work did increase the time of completion and that liquidated damages should not be charged against the contract.

Your early approval of this request and the return of liquidated damages being withheld is requested.

Very truly yours,

ROGERS CONSTRUCTION, INC.

George M. Schweizer

George M. Schweizer
General Manager

GMS/dc
13-61

E-[illegible] (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DIV.
RECEIVED
AUG 13 1973
E. L. SCRIVNER
Resident Engineer

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 10 august, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 485 days to 720 days, within which to complete our Contract No. 7539, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See our letter of 6 aug. 1973

Respectfully submitted,

Rogers Construction Inc.
Contractor

By George M. Schwiger

CONSENT OF SURETY

Date August 10, 1973

We, The Travelers Indemnity Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Alice Duane Schear
Attorney-in-fact

(SEAL)

Donald E. Rogers
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7539 Contractor Ray Kizer, Ray Kizer Construction and Rogers Const.

Highway Old Oregon Trail

Section Richland Interchange-South Baker Interchange

Kind of Work Grading, Paving, Structures, Signing and Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~DENIED, See Attached Letter.~~

Recommend additional 39 days extension for added subbase work on P.A. 26, and lime treatment on E.W.O. 9, 10 and 11 and the last days charged during A.C. joint corrective work.

Recommended for Approval:

Regional Cons. Engineer
Division Engineer

Construction ~~Engineer or Bridge Engineer~~ Adm.

H. S. Coulter
Asst State Highway Engineer

Contract No. 7539
Project designation I-30N-7(34)301 State-Federal
Date awarded March 30, 1971
Work started April 4, 1971
Per cent completed 100, 6-22-73 Date
No. of Workdays Allowed 400
No. of Workdays Used 588
No. of Added Workdays Requested 235

SP*6296-734

7539

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

[illegible] #27
FILED
JAN 28 1974
CLAY MYERS
[illegible]

January 25, 1974

Fords Welding and Repair
2405 Birch
Baker, Oregon 97814

NOTED ON CARD

Attention: Ron Dolby

Gentlemen:

Our Highway Division Office in La Grande has forwarded to us a copy of your letter of January 11, 1974, which states that the Hoaglin Construction Company owes you $230 plus interest.

This appears to be in connection with the Ray Kizer Construction Company & Rogers Construction, Inc. Contract No. 7539 for work on the Richland Interchange-South Baker Interchange Section of the Old Oregon Trail Highway in Baker County.

The Travelers Indemnity Co. and The Great American Insurance Company furnished the performance bond on the contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the sureties of the receipt of this claim letter and we will forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

R[illegible]D
[illegible]

CWH/rw
cc Ray Kizer, Ray Kizer Constr., Co., & Rogers Constr., Inc.
P.O. Box 42365
Portland, Oregon 97242

The Travelers Indemnity Co.
The Great American Ins. Company

NOTED
C. W. HEAD

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON STATE
HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon 97850

Routing
1 Kersey
2 Bond
3 Jackmond
Hardt
Johnsen
Walker
RECEIVED
JAN 15 1974
CONSTRUCTION
SECTION
Scofield 5
Glenn
Berg

Telephone 963-3177

January 14, 1974

Ray Kizer Construction Company &
Rogers Construction, Inc.
P. O. Box 42365
Portland, Oregon 97242

Re: Richland Intch.-South
Baker Intch.
Contract 7539

Gentlemen:

Attached is a letter from Fords Welding and Repair, Baker, Oregon, indicating that your subcontractor, Hoaglin Construction Company, has not paid a bill for work performed on the above project. Please contact your subcontractor and advise him to settle this account.

Very truly yours

W. E. Schwartz
Regional Engineer

By

ORIGINAL SIGNED BY DALE D. ALLEN

Dale D. Allen
Regional Construction Engineer

DDA:je
Attachment

cc: C. T. Keasey
Ron Dolby
E. L. Scrivner

Fords Welding and Repair
2405 Birch
Baker, Oregon 97814

January 11, 1974

☐ RE ☐ [✓ RCE] ☐ RBE ☐ RME
☒ ROE JAN 14 1974 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

Oregon State Highway Division
P. O. Box 850
LaGrande, Oregon 97850

ATTN: Dale Allen

Dear Sir:

I am writing concerning some work I did for Hoaglin Construction Company, P. O. Box 587, Cornelious, Oregon on the freeway by Baker. They have not settled their account with me. Is there anyway the State or Federal Government can force them or their Bonding Company to settle this account.

The bills they owe me are as follows:

3-16-73 Weld point on auger bit. 1/2 hr. @ $12.00 per hr.	$ 6.00
3-29-73 Shorten sign post 5½ hr @ 12.00 per hr.	$66.00
3-29-73 Drill holes in route marker arms and frames 5 hrs. @ $12.00 per hr.	$60.00
3-29-73 Turn ends and double sign supports - Richland enterchange 6 hr. @ $12.00 per hr.	$72.00
3-29-73 Add 1½ ft. to PSP sign #5 - Bubbs Ranch 1½ hr @ $12.00 per hr.	$18.00
4-3-73 Drill holes in route marker frames 1/3 hr @ 12.00 per hr.	$ 4.00
5-30-73 Drill hole in sign frame #1314 1/3 hr @ 12.00 per hr.	$ 4.00

This bill amounts to $230.00 plus intrest at 1.5 per cent per month.

I would appreciate anything you can do about this matter.

Sincerely Yours,

Ron Dolby

Ron Dolby

11-8-73

#4539

[redacted]

[redacted]

NOTED
H. S. COULTER

[illegible] 11-9-73 [illegible] PM

[illegible] STREET INTERCHANGE ON ~~HICHAXX~~ RICHLAND INTERCHANGE- [illegible] INTERCHANGE SECTION

[illegible] BEHIND GUARDRAIL SHOULD BE REVISED TO [illegible] INSTEAD OF [illegible] IN IT 18 DATED 11-6-73. THIS WOULD CHANGE THE POLE [illegible] INSTEAD OF 24. POLE NO. 33 LOCATED OPPOSITE STATION 2211 PLUS [illegible] EASTBOUND IS LOCATED [illegible] THE [illegible] END OF THE GUARDRAIL EXPOSING IT TO TRAFFIC EVEN THOUGH [illegible] BEHIND GUARDRAIL.

[illegible]

[redacted]

11-6-73

#4539

NOTED
H. S. [illegible]

[illegible]

[illegible] 11-6-73 7.36 PM

[illegible]

[illegible] LUMINAIRE POLES

I HAVE CHECKED THE TORQUE ON THE BREAKAWAY BOLTS AT RANDON ON [illegible] APPROXIMATELY [illegible] PERCENT OF THE POLES AND FIND TORQUES RANGING FROM 50 FT. LBS. [illegible] FT. LBS. THE AVERAGE IS 250 FT. LBS. PLUS. SPECIFICATION ~~XXXXXX~~ TORQUE IS 1000 INCH LBS. EQUALS 83.33 FT. LBS. THE LOCKING NUTS [illegible] DEFINITE DEFORMATION OF THE BOLT THREADS [illegible] THE BOLTS. THE LOCKING NUTS ARE NOT MARKED [illegible] NUTS.

OF THE 33 POLES THERE ARE 24 VULNERABLE TO TRAFFIC AND 9 LOCATED [illegible] GUARDRAIL.

[illegible]
..... CORRECTION. FIRST LINE. NEXT TO LAST WORD... RANDOM
[illegible]

Discussion w/ John Walker, Dave Jones, Bob Reinells, Dale Allen and HSC – 11-7-73. –

Decision made to replace bolts on 24 poles vulnerable to traffic (Elim of 9 subject to approval of FHWA) – Consider at least use of studs instead of bolts. – Center-punch or in some other way lock the nuts on the anchor bolts. – Region to contact Ken Sunday and proceed with needed correction work. – Decision on delegation of responsibility to be made later if necessary. –
HSC

FORM E-30-X 12-67

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1973

SUBJECT: Bolt Problem on Illumination Poles
Richland Interchange-S. Baker
Interchange
Contract No. 7539

To: MEMO TO THE FILES:

FROM: John H. Walker
Quality Control & Training Engineer

As per request from C. T. Keasey, the following information was obtained regarding the subject problem.

Thirty-three (33) illumination poles involved, all at the area of Campbell St. Interchange.

Problem -

1. Anchor bolts in concrete were too long and stuck up so high that they impeded the breakaway plates from slipping off, if hit.
2. Lock nuts were supposed to be placed on the anchor bolts, but were instead placed on the slip plate 4-1/2" bolts.
3. Regular nuts were placed on anchor bolts and some have subsequently loosened up.
4. Lock nuts installed on 4-1/2" bolts at slip plates cannot be taken off without stripping threads on the bolts.
5. Lock nuts on 4-1/2" bolts at slip plates cannot be tensioned as they are supposed to be.

Corrective Measures to Meet Specs. -

1. Anchor bolts must be sawed off to proper height - involves 99 bolts.
2. Replacement of 99 - 4-1/2" bolts at slip plates necessary along with reg. nuts.
3. Replace lock nuts (99) at anchor bolts.

RECEIVED
NOV 7 1973
Office of
Assistant State Highway Engineer

4. Cover sawed bolts with galvanize paint.

Done to Date -

1. All anchor bolts have been sawed to proper height.
   Work involved 12 hrs. with 1 Electrician
   8 hrs. with 1 Laborer

Needed Yet to be Done -

1. Obtain 99 - 4-1/2" bolts.

2. Obtain 99 - Lock nuts.

3. Labor and work installing bolts and nuts as per std. drawing 24596.
   Work involves Est. 16 hrs. Electrician
   16 hrs. Laborer

Other Data and Information -

Problem was discovered in early September and Bob Rennells was sent to investigate.

Rennells discussed problem with Don Beecroft and John Jenkins, Materials Dept., Bob Dixon, Bridge Design. All agreed corrective measures should be taken as listed above. Also attached are copies of letters to Ray Kiser Construction Company and Rogers Construction Company by Dale Allen regarding this directive.

Dale Allen, Region Construction Engineer, instructed Bob Rennells to advise contractor (Ken Sunday of Valley Electric) of corrective work to be taken. Rennells did so.

Ken Sunday (Valley Electric) advised Rennells that the lock nut placement had been discussed with the State Inspector and he had been advised to install them as they were placed. Sunday also said he had looked at the Standard Drawing.

In addition to the State poles, there are also some City poles in which the same problem is prevalent. The City has indicated their forces will correct the problem with their poles.

The above information was obtained from Bob Rennells, Region Materials Engineer, on November 5, 1973 by phone.

JW:fr
Attach.
cc: H. S. Coulter (w/att.)

TO John Walker DATE 11-5-73

In addition to our discussion on the phone Valley Elect. has been requested to repair the grout pads on a portion of the pole bases (wet cement used instead of grout that has settled), build up ground elevation around 3 pole bases, properly torque the new breakaway bolts. Order proper length breakaway bolts.

SIGNED

PLEASE REPLY HERE

TO DATE

Attached copies of letters from this office to the prime contractor and I note your office was mailed copies.

Ted.

SIGNED

NOTE – INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

SARGENT - *Tyee* CO.

P. O. BOX 1767 ■ 13000 BELLEVUE-REDMOND ROAD ■ BELLEVUE, WASH. 98009
(206) 455-4545

Ken Sunday
Valley Elec.
Baker - did work

October 29, 1973

Ray Kiser, Ray Kiser Construction Co. and
Rogers Construction, Inc.
P.O. Box 16537
Portland, Oregon 97216

Subject: Illumination Poles
Contract No. 7539
Richland Interchange - South Baker Section of I-80N
Our Job #7204

Gentlemen:

Reference is made to the letter from the Oregon State Highway Division to you under date of October 4, 1973. After receipt of the subject letter, we asked for a report from Mr. Kenneth Sunday regarding the materials furnished and the installation of the subject bolts.

Mr. Sunday reports that the poles as now installed were done according to the instructions of Mr. David Jones, who was then chief inspector of the subject project. He reports that Mr. Jones not only approved the installation but approved the bolts supplied for the installation.

Furthermore, it is our understanding that the entire project was accepted several months ago. We find it almost beyond belief, that at this time, some other inspector would now like to have different bolts installed.

We feel that if they desire the change in bolts, at this time, they should issue a change order authorizing payment for such a change. We will then be happy to proceed. We understand this change will amount to about $1,000.00.

Very truly yours,

SARGENT-TYEE CO.

Quintin B. Field
Vice President

QBF:hlb
cc: **G. M. Schweizer**
Rogers Construction Co.

OVER TWENTY-FIVE YEARS CONTINUOUS SERVICE IN ALL PHASES OF
ELECTRICAL ENGINEERING AND CONSTRUCTION

OREGON STATE HIGHWAY DIVISION

REGION 5

P.O. BOX 850 • LA GRANDE, OREGON • 97850 • Phone 963-3177

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

October 4, 1973

Ray Kiser, Ray Kiser Construction
  Company and
Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

Re: ILLUMINATION POLES
Contract No. 7539 --
Richland Interchange-South
  Baker Section of I-80N

Dear Mr. Kizer:

Mr. Jerry Rodgers of Sargent-Tyee Company has requested this letter confirming verbal directive as given by Bob Rennells, Region Inspector, of this office.

Due to the non specification installation of the illumination poles on this project it has been determined that the slip base clamp bolts will need to be replaced to insure proper tension and provide the proper safety criteria incorporated in this design.

After considerable discussion of the bolt criteria with the engineering, design and materials testing sections that too many variables exist in trying to "re-work" the present bolts due to the misuse of locking type nuts on a bolt and nut combination specified for torqueing application that could result in tensions outside the safe limits for this particular purpose.

We therefore are asking you to provide and install new bolts for the slip base clamping connection using the existing non locking nuts presently mis-used on the anchor bolts. In addition we are asking you to replace the existing "non locking" anchor bolt nuts with new locking type nuts on the anchor bolts.

Very truly yours,

W. E. SCHWARTZ
Regional Engineer

By: Dale D Allen

DALE D. ALLEN
Regional Const. Engineer

DDA/cre

cc: Materials
    Bridge
    Construction
    Sargent-Tyee Co.
    Valley Electric
    File
    Bob Rennells

[illegible]

**OREGON STATE
HIGHWAY DIVISION**

Region 5 Unit

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

September 17, 1973

Ray Kizer, Ray Kizer Const. Co. and
Rogers Const., Inc.
P. O. Box 16537
Portland, Oregon 97216

NOTED
R. E. RENNELLS
9-18-73

Gentlemen:

RE: Richland Interchange-South Baker Interchange
Old Oregon Trail Highway, Baker County, Contract No. 7539

It has been called to our attention that a rather serious construction error was made when the illumination poles were installed on this project. The problem is that the anchor bolts on the bottom base plate extend above the shear plane of the break-away base. The break-away design is therefore not effective. Refer to the attached standard drawing which shows the correct installation.

Also, some anchor bolts are only finger tight. We will require that all bolts be checked with a torque wrench. Excessive settlement of backfill is also occurring at a few poles which will require adding some additional material.

Further contract payments on this project are being withheld pending correction of these problems. Prior to doing the work, contact Bob Rennells at the Regional Office so that we can furnish an inspector.

Sincerely,

W. E. Schwartz
Regional Engineer

By

Dale D. Allen
Regional Construction Engineer

DDA:sh
Attachment

cc C. T. Keasey
V. L. Gallagher
Bob Rennells
[illegible]

7539

November 5, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Richland Int.-S. Baker Int. Section
Oregnn Project I-80N-7(34)401
Contract 7539
Request for Time Extension

You have concurred in two contract time extensions on this project: 85 days for nonparticipating added work on the Campbell Street extension and 39 days for extra participating work or late time charges in response to my August 27 request. After adding this 124 days, 64 days' liquidated damages remain at $300 per day, representing $19,200. The contractor has requested a third extension which we have reviewed along with some items not previously cited.

At a November 30, 1972 meeting (to go over details about getting the project open in December), the contractor was told that he could not completely close Campbell Street under the westbound structure for cold weather finishing. He could do it a half at a time under traffic or wait until spring when a temporary enclosure would not be necessary (see November 30 Resident Engineer diary entry attached).

Work on concrete surface finishing at the westbound Campbell Street overcrossing structure was delayed and was actually performed during 18 days in April and May 1973. Had the contractor pursued this work at extra expense with a cold weather enclosure in the winter of 1972-73, we may have had a claim for additional costs. There has been no claim based on this, and we believe there is basis for an additional 18 days expanded by 7/5ths, or 25 days' extension for this reason.

The following late orders in amounts over $1,000 merit extension:

Extra Work Order 12, in the amount of $8,385, was for impact panels on Powder River Bridge. This was on the nonparticipating Campbell Street extension work, and this EWO was added in September 1972, over four months after the price agreements covering the Campbell Street extension were executed. The contractor requests nine days for this reason, and this appears reasonable. We have checked the actual billing and find the work employed from two to ten men on ten days in October 1972. Asphalt concrete was completed on Campbell Street in mid-November. It was intermingled with the regular contract paving. It appears this impact panel work affected the Campbell Street progress and the overall paving progress.

Price Agreement 27, dated April 12, 1973 in the amount of $2,625, added wheelchair ramps to the Campbell Street sidewalks near the Baker City Park and is also nonparticipating work done on liquidated damage time. The Resident Engineer reports it took about one week. Your concurrence is requested in a 16-day extension for this nonparticipating work on the above two items (EWO 12 and PA 27). This 16 days plus the 25 for late structure finishing makes a total of 41 additional days. This would leave 23 days' liquidated damages in effect. May we have your concurrence.

It is again emphasized that the project was opened to traffic on December 21, 1972, thereby putting a complete new alignment built under four separate contracts into use.

Att.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz
V. L. Gallagher

Thursday, Nov. 30, 1972
(Day of Week) (Month) (Date)

Weather Cloudy (Fog) - Cool

At 8 AM received call from Sonny Walker asking to be allowed to go ahead with paving before 34°. I called Region and discussed this with Pat Schwartz and received approval to go ahead in order to get this work done. Then called Walker back and gave him go ahead. Started paving about 9 AM on "FBE" Line. Had driveway crew paving more street connections on Campbell St.

Hoaglin hanging guard rail at Richland Interchange.

Portland Concrete forming for curbs at connection of ramps to Campbell St. west side of interchange.

(Meeting held this PM at 1 in City Hall to work out details necessary to getting project open at earliest possible date.) Those attending were:

OSHD - Carroll Kenny, Pat Schwartz, Bryant Ackland,
Bud Shirley, Ed Payton, Dave Jones, Fred
Lucht, & Ernie Scrivner.

Contractor - George Schumacer, Wes Jones, Sonny
Walker, & Fred .

General outcome of this was that we would do whatever work necessary to try and accomplish this opening by the 15th of Dec. Specs. on paving and concrete temperatures would be relaxed on those things that were essential to opening the job. Any concrete or other work that was not essential would be done next year. Bridge contractor, Milke, was advised that he could not "tent in" the "WA" Campbell St. structure completely, and he could wait until spring or do it half at a time as he chooses. He was also advised that a claim for additional costs would be given favorable consideration.

(Day of Week)

Weather

7559

October 29, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young
Office Engineer

Federal-aid Project
No. I-80N-7(34)301

SUBJECT Request Change Order Approval

Contract 7539, State Force Order No. 12

Project Richland Interchange-S. Baker Interchange

Highway Old Oregon Trail

County Baker

This order covers the cost of revisions to the signing in the Campbell Street Interchange which are necessary to better define the traffic pattern in the interchange. The contractor has removed his equipment and personnel from the project which is substantially complete and is unwilling to undertake this work. State forces have the necessary equipment and personnel to perform the work most economically.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this work is $5,300.00 with Federal participation in the amount of $4,770.00. Reimbursement on an actual cost basis is requested.

This work was tentatively approved by the Federal Highway Administration District Engineer July 2, 1973.

Your approval as of July 2, 1973 is requested.

Attach.

BMW:js

7539

October 22, 1973

Ferguson & Burdell
929 Logan Building
Seattle, Washington 98101

Gentlemen:

This is to acknowledge your letter of October 19 notifying us that your client's claim against Ray Kiser, and Ray Kiser Construction Co. has been satisfied.

The claim against Contract No. 7539 was in the amount of $17,413.78.

We have noted our files accordingly and will inform all interested parties.

Very truly yours,

G. W. Head, Manager
ADMINISTRATIVE SERVICES

td

cc Ray Kiser, Ray Kiser Construction Co. &
Rogers Construction, Inc.
P. O. Box 42365
Portland, Oregon 97242

The Travelers Indemnity Co.
Fidelity and Surety Department
700 Main Street
Hartford, Connecticut 06103

Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

NOTED ON CARD
10-22-73 T.D.

LAW OFFICES OF
Ferguson & Burdell
929 LOGAN BUILDING
Seattle, Washington 98101
(206) 622-1711

WM. H. FERGUSON
CHARLES S. BURDELL (1973)
WM. WESSELHOEFT
DONALD MCL. DAVIDSON
EDWARD HILPERT, JR.
THOMAS J. GREENAN
HENRY W. DEAN, JR.
WILLIAM B. MOORE
C. DAVID SHEPPARD

W. J. THOMAS FERGUSON
JAMES E. HURT
GUST S. DOCES
WILLIAM D. STITES
BRUCE P. BABBITT
JAMES P. MCGOWAN
JOHN M. WOODLEY
CHRISTOPHER KANE

October 19, 1973

Department of Highways
State Highway Building
Salem, Oregon 97310

Re: Tri-M Erectors, Inc. - Claims of Lien

Gentlemen:

Enclosed herewith please find a duly executed Notice of Release of Claims of Lien of the seven (7) Claims of Lien therein described.

Very truly yours,

FERGUSON & BURDELL

By: Donald McL. Davidson

DMD:bm
cc: Secretary of State
Tom Ferguson (Mercer Steel Company)

RECEIVED
OCT 22 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTICE OF RELEASE OF CLAIMS OF LIEN

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, TRI-M ERECTORS, Inc., does hereby release and discharge the notices of claim of lien dated September 7, 1973, and described as follows:

1. Against HUGHES AND LADD and HUGHES AND LADD, INC. and the THE TRAVELERS INDEMNIFY COMPANY, under State Highway Contract No. 7566, in the amount of Nineteen Thousand, Nine Hundred Twenty-Two Dollars and Thirty-One Cents ($19,922.31);

2. Against J. C. COMPTON CO. and ROSS BROS.

NOTICE OF RELEASE OF CLAIMS OF LIEN

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, TRI-M ERECTORS, Inc., does hereby release and discharge the notices of claim of lien dated September 7, 1973, and described as follows:

1. Against HUGHES AND LADD and HUGHES AND LADD, INC. and the THE TRAVELERS INDEMNIFY COMPANY, under State Highway Contract No. 7566, in the amount of Nineteen Thousand, Nine Hundred Twenty-Two Dollars and Thirty-One Cents ($19,922.31);

2. Against J. C. COMPTON CO. and ROSS BROS. CONSTRUCTION, INC. and THE TRAVELERS INDEMNITY COMPANY and GENERAL INSURANCE COMPANY OF AMERICA, on State Highway Contract No. 7605, in the amount of Eleven Thousand, Three Hundred Ninety-Five Dollars and Seventy-Five Cents ($11,395.75);

3. Against HUGHES AND LADD and HUGHES AND LADD, INC., and THE TRAVELERS INDEMNITY COMPANY, on State Highway Contract No. 7563, in the amount of Four Thousand, Nine Hundred Thirteen Dollars and Eighty-Five Cents ($4,913.85);

4. Against GIBBONS AND REED COMPANY and THE TRAVELERS INDEMNITY COMPANY, on State Highway Contract No. 7670, in the amount of Seven Thousand, Eighty-One Dollars and Twenty-Nine Cents ($7,081.29);

5. AGainst WILLAMETTE WESTERN CORPORATION and GENERAL INSURANCE COMPANY OF AMERICA, on State Highway Contract No. 7760, in the amount of Three Thousand, Six Hundred Four Dollars and Eleven

Cents ($3,604.11).

6. AGainst RAY KIZER, RAY KIZER CONSTRUCTION COMPANY, THE TRAVELERS INDEMNITY COMPANY and GREAT AMERICAN INSURANCE COMPANY, on State Highway Contract No. 7539, in the amount of Seventeen Thousand, Four Hundred Thirteen Dollars and Seventy-Eight Cents ($17,413.78);

7. Against SCHRADER CONSTRUCTION COMPANY, INC., and RELIANCE INSURANCE COMPANY, on State Highway Contract No. 7681, in the amount of One Thousand, Eight Hundred Fourteen Dollars and Twenty-Three Cents ($1,814.23).

DATED October 18, 1973.

TRI-M ERECTORS, INC.,

By: B P Babbitt
Bruce P. Babbitt
Attorney and Agent

Agent's Address:

FERGUSON & BURDELL
929 Logan Building
Seattle, Washington 98101

Claimant's Address:

TRI-M ERECTORS, INC.
22650 85th Place South
Kent, Washington

RECEIVED
OCT 22 1973
HIGHWAY
ADMINISTRATIVE SERVICES

:7539

5

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

October 15, 1973

NOTED
H.S.COULTER

Mr. Norman D. Kobin
Attorney at Law
Oregon National Building
610 S. W. Alder
Portland, Oregon

RE: Claim of Flynn Sand and Gravel, Inc., Contract No. 7539
Prime Contractor, Rogers-Kizer

Dear Norm

I have discussed the matter of the claim of Flynn Sand and Gravel with the Highway Administration and they agree that perhaps the better solution is to have you file a friendly lawsuit naming all the parties involved including the Highway Division and we will have the court interpret the two statutes that we disagree on as well as the provision in the specifications.

I feel that this is probably the best solution and will certainly set the tenor for handling matters of this sort in the future. When you file suit against the Highway Division it should be entitled: State of Oregon, by and through its Department of Transportation, Highway Division, and service can be made on C. W. Head, Manager of Administrative Services.

If you have any questions concerning this matter before you file a lawsuit, please do not hesitate to contact me.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General

JLS:clh
cc: Al Johnson ✓
Walt Barrie

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR

OCT 15 '73

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

7539

S

HENIGSON, STUNZ & FONDA
ATTORNEYS AT LAW
106 MAIN STREET
NYSSA, OREGON
97913

HAROLD HENIGSON
GENE STUNZ
STEPHEN S. FONDA

TELEPHONE
372-2268
AREA CODE 503

RECEIVED
OCT 17 1973
LEGAL

To General Files
on 1st floor

October 15, 1973

NOTED
JACK L. SOLLIS

Called 10-18-73 JLS
Told him of pending lawsuit.

NOTED
JACK L. SOLLIS

Mr. Walter L. Barrie
Attorney at Law
Oregon State Highway Division
Salem, Oregon 97310

Re: Contract No. 7539

Dear Mr. Barrie:

We have received a letter from Mr.Norman P. Kobin, referring to the Flynn Sand and Gravel claim. He indicates that he has directed a letter to you, however, a copy was not enclosed so we do not know exactly what information he transmitted to the Highway Division.

Mr. Kobin's argument is that the Standard Specifications are subordinate to the bonding requirements contained in ORS Chapter 279. We have found no authority for the position that the supplier of material to a subcontractor is limited to an action against the bond as its exclusive remedy. To the contrary, Sec. 107.28 of the Standard Specifications makes no reference to the contractor's bond and in no way do the Standard Specifications indicate any such limitation. If Mr. Kobin is correct, there would be no reason for including Sec. 107.28 in the Standard Specifications, nor the provision contained in Sec. 109.09 that the Commission may retain an amount to cover unpaid claims arising out of the contract of which the State has written notice.

Mr. Kobin indicates that legal action will be commenced against the State if payment is made to Flynn. It seems that this would be a futile gesture on the part of Mr. Kobin and is merely inserted in his letter to coerce the State to decide against Flynn. The State clearly has authority in these matters as indicated in Sections 107.28 and 109.09 of the Standard Specifications.

Further, in Section 109.13, I note that final payment will be deferred so long as any claim filed contrary to the provisions of the contract remains unsatisfied.

In Sec. IV of the Contract, (Performance Bonds) there is no provision which limits the remedy of a subcontractor to action against the bond. Likewise, in Sec. III of the Contract, the contractors bound themselves to perform in accordance with the Standard Specifications, which include the requirement that all materialmen providing materials to a subcontractor shall be paid by the contractor. Standard Specifications Sec. 107.28.

We believe that these provisions should strongly indicate to the Highway Division and the Commission that the intent of the Standard Specifications, together with the contract in this particular instance, is not solely discretionary. There is a firm obligation by the contractor to make payment and since notice thereof has been given to the Division and the Commission at a time prior to final disbursement of funds, payment should be made to Flynns directly. To do otherwise would involve Flynns in costly legal action against the prime contractors and would effectively negate the requirement that the contractor shall make prompt payment for all such materials provided.

If there are any other facts we can supply you or your Division, please call on us. We hope the Highway Division, its Board, and the Commissioners will see fit to direct payment to the Flynns.

Thank you kindly.

Very truly yours,

Gene Stunz

Gene Stunz

GS/gp

cc: Mr. Norman P. Kobin

7539

5

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

H.S. C[illegible]R

October 9, 1973

Mr. F. B. Klaboe, Administrator
State Highway Engineer
State Highway Building
Salem, Oregon

Re: Claim of Flynn Sand & Gravel, Inc.
Against Prime Contractor Rogers-Kizer
Contractors
Contract No. 7539

Dear Mr. Klaboe:

On this contract a supplier to the subcontractor Hoagland supplied labor and materials in the amount of $8,119,15. The subcontractor is in financial difficulty and has not paid this amount to Flynn Sand & Gravel, Inc.

Flynn Sand & Gravel did not file the notice of claim with the contractor within the 90-day period provided by ORS 279.526(2). This statutory provision would have allowed the supplier of the labor and the material a cause of action on the bond provided by the prime contractor.

Inasmuch as they did not meet the 90-day statutory notice requirement the prime contractor refused to pay the claim.

ORS 279.314 provides and I quote:

> "(1) Every public contract shall also contain a clause or condition that, if the contractor fails neglects or refuses to make prompt payment of any claim for labor or services furnished to the contractor or a subcontractor by any person in connection with the public contract as such claim becomes due, the proper officer or officers representing the state, county, school district, municipality, municipal corporation or subidivision thereof, as the case may be, may pay such claim to the person furnishing the labor or services and charge the amount of the payment against funds due or to become due the contractor by reason of his contract."

RECEIVED
STATE HWY ENGR
OCT 10 '73
REFER TO

FOR

Info	Answ	R/D	D/R	Sign	Act	File

RECEIVED
OCT 12 1973
Office of
Assistant State Highway Engineer

10-12-73
cy John Brand

On the basis of this statute the Highway Division has included in its standard specifications section 107.28 which provides and I quote:

> "The contractor shall promptly make payment for labor, materials, supplies and provisions, at such times as they become due and payable, to all persons supplying said contractor or his subcontractor with labor, services, materials, supplies and provisions for the prosecution of the work provided for in the contract, and he shall not permit any lien or claim to be filed or prosecuted against the State of Oregon, the Highway Commission, the members thereof, its officers, agents and employes, for or on account of any labor, services, materials, supplies or provisions furnished.
>
> "In the event that said contractor fails, neglects, or refuses to make prompt payment of any claim for labor, services, materials, supplies or provisions furnished by any person in connection with the contract as said claim becomes due, whether said labor, services, materials, supplies or provisions be performed or furnished for said contractor or for his subcontractor, then, and in such event, the Highway Commission may pay such claim to the person or persons furnishing such labor, services, materials, supplies or provisions and charge the amount thereof against the funds due or to become due said contractor by reason of the contract. The payment of any such claims in the manner herein authorized will not, however, relieve the contractor or his surety from his or its obligation with respect to any unpaid claims."

Mr. Norman Kobin has written setting forth his interpretation of the statutes and feels that the provisions of ORS 279.314 and the provisions in the standard specifications of 107.28 do not override the provisions of ORS 279.526(2) and that if the person supplying the materials or labor does not notify the contractor within 90 days there is no way that the Highway Division can legally pay this money to him.

I strongly disagree with Mr. Kobin's contention and have discussed this matter with Phil Engelgau on the Attorney General's staff who handles contract matters for General Services and we agreed that the statutory provisions of ORS 279.526(2) were special provisions put in for the added advantage of a person supplying labor, services and materials and do not preclude other provisions being set forth in the contract.

I have discussed this matter with Mr. Kobin on the phone and he is steadfast in his position and has indicated that if the Highway Division will withhold payment of this claim he will file a friendly lawsuit and ask the court to interpret the two statutory provisions referred to above as well as the provision in the standard specifications in order to determine exactly what the meaning is.

He has also advised me that he would name as a party defendant Flynn Sand & Gravel and the subcontractor and if the state desired would also name the state as a party defendant. He indicated that if the state did not wish to become involved as a party defendant he would not name them.

It is my opinion that we should encourage Mr. Kobin to file this friendly lawsuit to get a determination and I frankly think that the state should be named as a party defendant so that we may present our views on this matter to the court.

While this is a discretionary matter with the Commission, I believe that this matter has great importance to small businesses who supply labor, services and materials to subcontractors and it is my opinion that the intent of the law was to provide them with means of getting paid and not being put in a financial bind by subcontractors or contractors.

Mr. Kobin's intention in filing thsi lawsuit is not to enter into a dog fight so to speak but merely to ask the court to interpret these three provisions and determine exactly what the law is. I believe that it is important for the state to have this determination made because I am sure that situations like this will continue to arise more frequently in the future because of the financial pinch with all businesses and especially small businesses.

It would be my recommendation therefore that Mr. Kobin be notified that we would encourage him to file the friendly lawsuit and name the state as a party defendant and have the court determine what the interpretation of these two statutes and the provisions in the standard specifications is so that we should have no future problem with this.

Cy to Sollis
Head
10-11-73

Sincerely,

Jack L. Sollis
Jack L. Sollis
Assistant Attorney General

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 10-11-73

bem
cc: C. W. Head
Walt Barrie

NOTED
[illegible]

RECEIVED
SEP 24 1973
LEGAL

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART

LEO LEVENSON
OF COUNSEL

ARE[illegible]3
223-1107

September 21, 1973

Mr. Jack Sollis, Attorney
Oregon State Highway Department
Highway Building
Salem, Oregon

Re: Contract No. 7539
Rogers - Kizer, Contractors
Claim of Flynn Sand & Gravel, Inc.

Dear Mr. Sollis:

This will confirm our telephone conversation of this date. We represent the prime contractor on this job. We also represent United Pacific Insurance Company, surety.

On August 31, 1973, Mr. Gene Stunz, lawyer, representing Flynn Sand & Gravel, Inc., wrote a letter to OSHD. The letter recites that his client was a supplier to Hoaglin Construction Company, a subcontractor, and it has not received payment of $8,119.15. Amongst other things, the letter requests OSHD to deduct this amount from the earnings of the prime contractor, Rogers-Kizer, and pay same directly to his client. He suggests that OSHD has a discretionary right to do so under 107.28 Standard Specifications.

Our clients object to the granting of such request. Payment would be improper and expose the State to double liability, as our client would demand full payment under our contract.

ORS Chapter 279 furnishes the sole basis for relief to a person who furnishes material and labor for use in the prosecution of a public improvement. The prime contractor is required to post a payment bond. Persons furnishing materials and labor may recover vicariously from the prime contractor by making demand against the prime and its surety under the bond. Section 107.28 of the Standard Specifications does not supersede this statutory provision, nor can it be interpreted as furnishing another legal channel for recovery.

> "In 1969 the Legislature amended the statute and provided that before an unpaid materialman (Flynn) of a subcontractor (Hoaglin) could recover from the general contractor or it surety, the materialman had to notify the general contractor within 90 days after delivery that the materialman was supplying the subcontractor. ORS 279.526(2)." State ex rel Town & Concrete v. Andersen, 96 Advance Sheets, Page 575 (Feb. 1, 1973).

When we first received notice from Mr. Stunz of his client's claim and its request that the prime contractor pay the claim, we informed Mr. Stunz that his client had not apparently complied with the 90-day notice provision and therefore could not authorize payment. We informed him that if he could prove that such notice was given, that we would honor the claim, if it otherwise was in order. Mr. Stunz's letter of August 31, 1973 followed this rejection on our part.

Assuming, but without admitting that the State does have a discretion as counsel suggests, such discretion must be exercised in accordance with legal principles. Chapter 279 furnishes the sole basis for recovery by Flynn from the prime or its surety. The prime and surety, however, are not liable unless the notice provisions are met. These notice provisions have not been met and Flynn, therefore, has no standing to request payment.

Stanz also suggests in his letter that Section 107.28 of the Standard Specifications requires contractor to pay his bills and is therefore liable to Flynn, and if the prime continues to deny the claim, it intends to bring legal action against the prime. I would assume that Stunz is suggesting that this Section creates a third party beneficiary liability. We are more than willing to meet this contention if Stunz elects to file a legal action on this theory. The Oregon law is clear that:

> "The doctrine (third party beneficiary) is not applicable to every contract made by one person with another from which a third person will derive a benefit, but is limited to contracts which have for their primary object and purpose the benefit of a third person and were made for his direct benefit." Parker v. Jeffrey, 26 Ore. 186.

I mention this third party beneficiary theory only to bring up another point. If the request made by Flynn is granted, the prime contractor and its surety would be deprived of due process, i.e., the right to litigate in a court of law its responsibility, if any, to Flynn.

Lastly, the Standard Specifications place no obligation upon the State to grant this request. We know that from time to time requests of a similar nature have been made of you. I, personally, am unaware of any instance where such requests in the context of the facts of this case have been granted.

If I understand our telephone conversation correctly, you suggested that if I would send you this letter stating our position, that you would then submit this matter to Mr. Klaboe and there would be an administrative determination. I see no reason for making this a Supreme Court matter, but if protocol requires, I would be willing to attend a conference, with all interested parties present. I assume that I have your assurance that the status quo will be maintained.

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

cc: Mr. Cecil Head

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
[illegible]

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART

LEO LEVENSON
OF COUNSEL

RECEIVED
SEP 21 1973
LEGAL

September 20, 1973

NOTED
JACK L. SOLLIS

Mr. Jack Sollis, Attorney
Oregon State Highway Department
Highway Building
Salem, Oregon

Re: Contract No. 7539
Rogers-Kizer, Contractors
Claim of Supplier -
Flynn Sand & Gravel, Inc.

Dear Mr. Sollis:

This is to inform you that our clients, Rogers-Kizer and United Pacific Insurance Company, seriously object to any payment to Flynn Sand & Gravel, Inc. I am sending this notice to you to assure that the status quo will be maintained. I will write you further tomorrow.

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

cc: Mr. Cecil Head

HENIGSON, STUNZ & FONDA
ATTORNEYS AT LAW

HAROLD HENIGSON
GENE STUNZ
STEPHEN B. FONDA

106 MAIN STREET
NYSSA, OREGON 97913
503 372-2268

EFERRED
)
R RIE

RECEIVED
SEP 12 1973
LEGAL

REFERRED 9/13/73
TO Sollis
FOR This has to do with info I gave you last week on this contract
WALT BARRIE

NOTED
JACK L. SOLLIS

September 6, 1973

Mr. Walter L. Barrie
Attorney at Law
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Contract No. 7539

Dear Mr. Barrie:

After our conversation on September 5, 1973, I reviewed the file to determine whether or not Mr. Kobin had been forwarded a copy of my letter of August 31, 1973. I sent a copy of my letter to him on the same date under a separate forwarding letter, so he has received the information contained in my letter of August 31, 1973.

Thank you kindly for your cooperation in this matter and if there are any additional facts which you desire, please call me collect and we will do our best to obtain them for you.

Sincerely yours,

Gene Stunz

Gene Stunz

GS:ar

HENIGSON, STUNZ & FONDA
ATTORNEYS AT LAW
106 MAIN STREET
NYSSA, OREGON
97913

HAROLD HENIGSON
GENE STUNZ
STEPHEN S. FONDA

TELEPHONE
372-2268
AREA CODE 503

August 31, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Contract No. 7539; Richland Interchange-South Baker Interchange
Section of Old Oregon Trail in Baker County

Gentlemen:

We represent Flynn Sand and Gravel, Inc., an Oregon corporation, which has its place of business at Ontario, Oregon. The prime contractors for the above entitled contract were Ray Kizer, Ray Kizer Construction Co. and Rogers Construction, Inc. The prime contractors sublet portions of the work on the said project to Vern Hoagland Construction Company.

Vern Hoagland Construction Company, as a subcontractor, contracted with my clients to construct and supply median barriers for use in fulfilling the contract. My clients have made demand on many occasions of Vern Hoagland Construction Company for payment of the unpaid balance of $8,119.15 which remains payable to Flynn Sand and Gravel, Inc. Payment by Vern Hoagland Construction Company has not been forthcoming and we have been advised by officials of their company, their bonding company, which is United Pacific Insurance Company, and their attorney, that Vern Hoagland Construction Company is practically bankrupt and unable to pay the account.

Rogers Construction, Inc., one of the prime contractors, through its personnel, had knowledge that Flynn Sand & Gravel, Inc., was providing the median barriers for this job. Payment from that firm has also been requested and to date, nothing has been forthcoming.

Recently, in behalf of my clients, I have filed a claim against the prime contractors' bond and I am enclosing herewith a copy of a letter which I have received from the attorneys for the bonding company, Kobin & Meyer, in which they deny liability.

In reviewing the contract documents, I note that the requirements of the U. S. Department of Transportation, included in the contract documents on page 4, are that all subcontracting on the job must be approved in writing by the contracting officer and, therefore, it seems to me in view of this and other requirements in the contract that notice was provided to the State Highway Division by the prime contractors that Flynn Sand and Gravel, Inc., was manufacturing the median barriers. We believe this to be evidence of the actual knowledge referred to in Mr. Kobin's letter.

In further examining the specifications, we find that the Oregon State Highway Commission Standard Specifications for Highway Construction, 1970, are included by reference in the contract, (see page 1 of contract). Section 107.28 of the Standard Specifications requires the contractor to pay for all labor, materials, supplies, and provisions, to all persons supplying the contractor or his subcontractors with the same. It is our position that the prime contractors are, pursuant to the said Section 107.28, liable to Flynn Sand & Gravel, Inc., and in the event this claim is further denied, we intend to bring legal action against the prime contractors based on that section.

We note further in Section 107.28 that the Highway Commission may pay such claim from funds payable to the contractor. That provision is discretionary, however, since we understand that the commission has not paid for the job in full and that there are funds yet payable to the contractor, we request that payment of $8,119.15 be made to Flynn Sand and Gravel directly by the Commission. The median barriers provided for this job were the subject of much discussion by inspectors on the job, contracting officials, and representatives of both the contractor and subcontractor. It was well-known to all interested that they were manufactured by Flynn Sand and Gravel, Inc., and since this was a major portion of the subcontract and further since the prime contractors knew of the precarious financial condition of Vern Hoagland Construction Company, we urge the Highway Commission to exercise its right of discretion and pay the claim to my client. This is a large sum to be outstanding for a small business such as Flynn Sand and Gravel, Inc., and the lack of payment is causing it considerable hardship. Flynn Sand and Gravel, Inc., is a family-owned corporation having its sole business at Ontario.

If you need further details concerning our request or if you need information of any kind concerning this matter, please call me collect.

Thank you kindly.

Very truly yours,

Gene Stunz

RECEIVED
SEP 4 1973
HIGHWAY
ADMINISTRATIVE SERVICES

GS/gp

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART

LEO LEVENSON
OF COUNSEL

AREA CODE 503
223-1107

August 15, 1973

Henigson, Stunz & Fonda
Attorneys at Law
106 Main Street
Nyssa, Oregon 97913

Attn: Gene Stunz

Re: Flynn Sand & Gravel

Gentlemen:

This office represents Ray Kizer Construction Company, Rogers Construction, Inc., United Pacific Insurance Company Great American Insurance Company and The Travelers Indemnity Company who are addressees on your letter of August 7, 1973, with respect to your above named client.

Mr. Flynn, and you on his behalf, submitted a claim to our clients based upon alleged rights under the Oregon State Bonding Act. After review of your claim, both yourself and your client were advised that the claim was not valid because of your client's failure to comply with the terms and conditions of the Oregon State Bonding Act, ORS Chapter 279.

This is to acknowledge receipt of your letter of August 7, 1973, with notice of claim attached. Your letter of August 7, states your position to be that actual notice was given and, therefore, all provisions of the Oregon law have been met. Could you send us a copy of the actual notice to which you refer. We must continue to deny your claim unless further facts are presented to us.

Very truly yours,

KOBIN & MEYER

Charles L. Kobin

cc: Ray Kizer Construction Company
Vern Hoaglin Construction Company
United Pacific Insurance Company
Rogers Construction, Inc.
The Great American Insurance Company
The Travelers Indemnity Company

K# 7539

(372-2268) NYSSA

Jim Strong [illegible]

Flynn Sand & Gravel, Inc., Ontario

Pride Baker job – sent letter to Commission
aug 28

talked to X times

Provided median barriers

Rogers Cohen & [illegible] cont. – Prime cont

Subcont to Van Hoogland Ex

Hoogland – McSweeney represents

Flynn produced the median barriers for Hoogland

Provided last nov.

Stat. req. of 90 days notice on bond not met – Flynn not aware of it – but did

Hoagland - [illegible] separate

Flynn produced the machine business for Hoagland

Provided last Nov.

Stat. req. of 20 days notice or bond not met - Flynn not aware of it - but did

Haven't been paid for materials

$8,119.15 unpaid from Hoagland

Claim against prime Ktr denied because not. req not met

107.28 - Stand Specs

Ktr bills for material supplied

Gives HW comm right to withhold money from prime for payment for materials supplied by subcontractor.

mtg. Lewis = Concrete poured into form only sets for 2 or 3 min.

7539

NOTED ON CARD
8-9-73 Ks

August 9, 1973

Henigson, Stunz & Ponds
Attorneys at Law
106 Main Street
Nyssa, Oregon 97913

Attention: Gene Stunz

Gentlemen:

This is to acknowledge your letter of August 7, 1973, notifying us that you client Flynn Sand and Gravel, Inc., has a claim in the amount of $8,119.15 for materials supplied to Ray Kiser, Ray Kiser Construction Company and Rogers Construction, Inc.

From the description given in your letter, this appears to be in reference to our Contract No. 7539 for work on the Richland Interchange-South Baker Interchange Section of the Old Oregon Trail in Baker County.

The Travelers Indemnity Company, 700 Main Street, Hartford, Connecticut 06106 and The Great American Insurance Company, Pacific NW Regional Office, 2030 Ninth Avenue, Seattle, Washington 98121 furnished the performance bond on this contract. We will advise them of the receipt of this claim.

As requested in your letter, the enclosed copy acknowledges filing of your client's claim with the Secretary of State. Please advise this office when this claim has been satisfied.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

RMG:ks
cc The Travelers Indemnity Company
The Great American Insurance Company
Ray Kiser, Ray Kiser Construction Company
and Rogers Construction, Inc.

Claim 4814

FILED
AUG - 8 1973
CLAY MYERS
SECRETARY OF STATE

HENIGSON, STUNZ & FONDA
ATTORNEYS AT LAW
106 MAIN STREET
NYSSA, OREGON
97913

HAROLD HENIGSON
GENE STUNZ
STEPHEN S. FONDA

TELEPHONE
372-2368
AREA CODE 503

August 7, 1973

Oregon Secretary of State
121 State Capitol
Salem, Oregon 97310

Clerk or Auditor of
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Gentlemen:

Pursuant to the provisions of ORS 279.528, I am enclosing herewith for filing a Notice of Claim executed by Flynn Sand and Gravel, Inc., against the bond of the contractors on Oregon State Highway Department contract No. 7539.

Will you please acknowledge the filing of this claim on the enclosed copy of this letter and return it to me.

Thank you for your courtesy and cooperation.

Very truly yours,

Gene Stunz

Gene Stunz

GS/gp
Encl.

NOTED
C. W. HEAD

RECEIVED
AUG 8 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTICE OF CLAIM

TO: OREGON STATE HIGHWAY DEPARTMENT

NOTICE hereby is given that the undersigned, Flynn Sand and Gravel, Inc., an Oregon corporation, has a claim for ready-mix concrete, median barriers and precast structures, furnished by the claimant on a highway construction job known as the Richland Interchange, Oregon State Highway Department contract No. 7539, in the sum of $8,119.15 against the bond taken from Ray Kizer, Ray Kizer Construction Company and Rogers Construction, Inc., as principals, and The Travelers Indemnity Company and The Great American Insurance Company, as co-sureties for the work of highway construction.

FLYNN SAND AND GRAVEL, INC.

By Norma J. Flynn
Secretary

RECEIVED
AUG 8 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7539

5

July 19, 1973

Benigson, Stunz & Fonda
Attorneys at Law
106 Main Street
Nyssa, Oregon 97913

Attention: Gene Stunz

Gentlemen:

As requested in your letter of July 11 with attached Affidavit, we are enclosing a certified copy of Contract No. 7539 awarded to Ray Kizer, Ray Kizer Construction Co., and Rogers Construction, Inc., for work on the Richland Interchange-South Baker Interchange Section of the Old Oregon Trail in Baker County.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Enclosure

HENIGSON, STUNZ & FONDA
ATTORNEYS AT LAW
106 MAIN STREET
NYSSA, OREGON
97913

HAROLD HENIGSON
GENE STUNZ
STEPHEN B. FONDA

TELEPHONE
[illegible]
AREA CODE 503

July 11, 1973

State Highway Department
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Gentlemen:

We represent Flynn Sand and Gravel, Inc., an Oregon corporation, which has a claim against the Rogers Construction Company bond for ready mix concrete supplied to a subcontractor, Vern Hoaglin Construction Company, on the Richland Interchange job.

Pursuant to the provisions of ORS 279.515, I am forwarding herewith an affidavit from an officer of Flynn Sand & Gravel, Inc., and I request that you provide me with a certified copy of the contract and bond pursuant to ORS 279.514.

Upon receipt of these items we intend to file a formal claim.

In the event that you need any further documentation of the claim before sending us the requested items, please call me.

Thank you for your courtesy and cooperation.

Very truly yours,

Gene Stunz

Gene Stunz

GS/gp
Encl.

RECEIVED
JUL 16 1973
HIGHWAY
ADMINISTRATIVE SERVICES

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Malheur)

I, Johnny R. Flynn, being first duly sworn, depose and say as follows:

That I am the Vice-President of Flynn Sand and Gravel, Inc., an Oregon corporation and that this affidavit is executed in behalf of the said corporation and for the purpose of fulfilling ORS 279.515, which requires an affidavit supporting a request for a certified copy of a contract and bond.

That the said Flynn Sand and Gravel, Inc., supplied ready-mix concrete which involves labor and materials to Vern Hoaglin Construction Company on an Oregon State Highway Department contract No. 7539 for the Richland Interchange, in which Rogers Construction Company was a prime contractor and the unpaid balance of the purchase price of the said labor and materials furnished by Flynn Sand and Gravel, Inc., is the sum of $8,119.15.

Dated this 10th day of July, 1973.

Subscribed and sworn to before me this 10th day of July, 1973.

Notary Public for Oregon
My Commission Expires: 2/23/76

RECEIVED
JUL 18 1973
HIGHWAY
ADMINISTRATIVE SERVICES

HENIGSON,
STUNZ & FONDA
ATTORNEYS AT LAW
106 MAIN STREET
NYSSA, OREGON 97913
(503) 372-2268

7539

OREGON STATE
HIGHWAY DIVISION
Region 5 Unit
P. O. Box 850 ... La Grande, Oregon ... Phone 963-3177

August 31, 1973

Routing
Keasey K
Bond
Jackmond
Hardt
Johnsen
Walker
~~Pease~~ Σ
Glenn
Berg

RECEIVED
SEP 4 1973
CONSTRUCTION SECTION

Rogers Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

Attention George Schweizer

Gentlemen:

RE: Gilliland Construction Company Claim
Richland Interchange-South Baker Interchange Contract 753~~4~~9
Bridge No. 2924A

Refer to your May 21, 1973 letter pertaining to the above claim submitted by Gilliland Construction Company. This five part claim has been extensively reviewed by the following:

John Bond	Construction Administration Engineer
Ed Hardt	Construction Field Engineer
Pat Schwartz	Regional Engineer, La Grande
C. O. Fredrickson	Regional Engineer, Salem
E. L. Scrivner	Project Resident Engineer
C. E. Payton	Project Resident Bridge Engineer
Allan Schoener	Project Structural Inspector

Due to the nature of this claim, considerable effort was made by our people to review the claim objectively, based only upon properly supported facts. Without exception, the conclusion reached was that Gilliland Construction Company through their attorney did not establish factual basis or grounds for adjustment, nor show any derivation for the amounts they seek.

We are therefore denying the claim. If you feel that a properly conducted meeting would help to iron out the differences, please advise and we will be happy to schedule such a meeting.

Sincerely,

W. E. Schwartz
Regional Engineer

By

ORIGINAL SIGNED BY DALE D. ALLEN

Dale D. Allen
Regional Construction Engineer

cc C. T. Keasey

9-4-73
Copy [illegible]
per John Bond
JW

RECEIVED
SEP 5 1973
Office of
Assistant State Highway Engineer

7539

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Richland Interchange- S. Baker Interchange

WEEK ENDING: August 11, 1973

SECTION PREFIX: 601-1074

HIGHWAY: Old Oregon Trail

COUNTY: Baker .

NAME OF JOB: Richland Interchange - S. Baker Inch.

KIND OF WORK: Grading, Paving, Structures, Signing and Illumination

CONTRACTOR: Kizer and Rogers Construction Co.

CONTRACT NUMBER: 7539

FEDERAL AID PROJECT NUMBER: I-80N-7(34)301

DATE OF CONTRACT: March 30, 1971

DATE WORK STARTED: April 15, 1971

ESTIMATED COMPLETION DATE: June 22, 1973

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS (work) 485

CALENDAR DAYS USED (work) 588

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 121

PROJECT AUTHORIZATION: $ 6,156,924.75

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 5,719,098.99

ENGINEERING AUTHORIZATION: $ 437,825.76

This week: 1,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 5,684,838.40

ENGINEERING COST TO DATE: $ 446,000.00

DATE PROJECT WAS COMPLETED: June 22, 1973

ESTIMATED PERCENT: 0.6 %

PERCENT OF AUTHORIZATION: 102 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	Bit. Base MACADAM	PAVING
MILES IN PROJECT	4.32	4.32		4.32	4.32
MILES PARTIALLY COMPLETED	4.32	4.32		4.32	4.32
MILES COMPLETED	4.32	4.32			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,347,500cy	550,000ton		77.800 ton	64,600 ton
TOTAL QUANTITIES CORRECTED TO DATE	2,206,939cy	398,497ton		75,905 ton	72,400 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,206,939cy	398,497ton		75,905 ton	72,400 ton
AVERAGE DAILY QUANTITIES		Project completed			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9516	9515	9515A	9804	2924A	All box culverts complete		
PERCENT	100	100	100	100	100			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair & Warm			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			BEN GIFFORD.
SATURDAY				

RECEIVED
AUG 14 1973
Berg
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Preparing Semi-Final
TUESDAY	"
WEDNESDAY	"
THURSDAY	"
FRIDAY	Semi-final estimate data submitted to LaGrande, Region Office. "
SATURDAY	

REMARKS

Submitted semi-final estimate data to Region Office on Friday.

FINAL REPORT

SIGNED LOCATION Baker

E.L. Scrivner, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

7539

RE[illegible]VED
JUL 16 2 48 PM '73
[illegible] ERS
SECRE[illegible] OF STATE

5

FILED
JUL 16 1973
CLAY MYERS
SECRETARY OF STATE

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 13, 1973

NOTED ON CARD
7-18-73

Robert J. Leiser, Building Contractor
1281 Moore Way
Ontario, Oregon 97914

Dear Mr. Leiser

This is to acknowledge your letter of July 9 informing us of your claim against Vern Hoaglin Construction Company for $11,702.60 for concrete median barriers.

Your claim appears to be against Contract No. 7539 awarded to Ray Kiser, Ray Kiser Construction Company, & Rogers Construction, Inc., for work on the Richland Interchange-South Baker Interchange Section of the Old Oregon Trail in Baker County.

The Travelers Indemnity Company, Fidelity & Surety Department, 700 Main Street, Hartford, Connecticut 06108 and The Great American Insurance Company, Pacific NW Regional Office, 2030 Ninth Avenue, Seattle, Washington 98121 furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please inform this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc The Travelers Indemnity Company
The Great American Insurance Company
Ray Kiser, Ray Kiser Construction Co.,
and Rogers Construction, Inc.

bc Hon. Clay Myers - Please acknowledge receipt of attached ✓
claim on the enclosed copy of this letter.

RECEIVED
JUL 17 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

Concrete Work
Building Erection

Crane Work
Steel Erection

ROBERT J. LZICAR, Building Contractor
1281 Moore Way **Phone 503—889-6141**
ONTARIO, OREGON 97914

July 9, 1973

Cecil W. Head
Secretary to State Highway Commission
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Russ

Subject: Oregon State Highway Contract # 7539
Ray Kiser & Rogers General Contractors
Richland Interchange-South Baker Interchange
Old Oregon Trail-Baker County

Bonding Companies:
Travelers Indeminty Company
Great American Insurance

Dear Sir:

Enclosed is a copy of my Subcontract with Vern Hoaglin Construction Company and an invoice copy of amount due for completion of the work. Also, a copy of a letter to Rogers Construction Company, which I wrote before completion of the work, since I had not been able to collect the amount due on progress estimate for the Concrete Median Barriers.

This information is submitted to your office to notify you that I have started the necessary procedure to collect the money due from the bonding company.

Very truly yours,

Robert J. Lzicar

encl: 3
cc: Robert Miller
United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, Washington 98402

Vern Hoaglin Construction Company, Inc.
P.O. Box 587
Corneluis, Oregon 97113

Rogers Construction Company
P.O. Box 6537
Portland, Oregon 97216

JUL 11 1973
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Concrete Work
Building Erection
Crane Work
Steel Erection

INVOICE

ROBERT J. LZICAR, Building Contractor

1281 Moore Way
ONTARIO, OREGON 97914
Phone 503--889-6141

No. 2266

Location: Baker, Oregon

Date: May 21, 1973

Job: Subcontract
Concrete Median Barrier

Terms: Net 10th Prox.

TO: Vern Hoaglin Construction Inc.
P.O. Box 587
Cornelius, Oregon 97113

Date:

Your Order No. Contract # 7539

DESCRIPTION			Total Price
Concrete Median Barrier-Richland Interchange			
9517 Lineal Feet Concrete Median Barrier @ $ 2.60 L/F	$ 24,744.20		
Credit by check # 10204		$ 7,000.00	
Amount Due This Invoice			$ 17,744.20

Since this invoice was submitted, we received Ck # 0076 (Kiser & Rogers) in the amount of $ 6,041.60, leaving a balance due $ 11,702.60

CC: Rogers Construction, Inc.
Att: George M. Schweizer-Gen. Mgr.
P.O. Box 16537
Portland, Oregon 97216

Concrete Work
Building Erection

Crane Work
Steel Erection

ROBERT J. LZICAR, Building Contractor
1231 Moore Way
Phone 503—889-6111
ONTARIO, OREGON 97914

March 13, 1973

Rogers Construction Company
Portland, Oregon

Att: George Schwietzer

Subject: Sub-contract from Vern Hoaglin Construction Co., Inc.
for placing concrete median barriers on Richland
Interchange- Oregon State Contract No. 7539

Dear Sir:

I am enclosing a copy of my contract with Hoaglin for the subject job. Because of Hoaglins failure to pay me for work completed to date, as per the terms of the contract, I am forced to consider this contract null and void, and I am going to, at this time, file a claim against the job for work completed to date.

This work was done by December 5, 1972 and I have to date made at least 8 phone calls to Hoaglins office requesting payment for my work, but I have received no satisfaction.

I am also enclosing a copy of a letter from Hoaglin giving a cost breakdown of my contract for payment purposes. I understand that there was 7500 feet paid for as completed by the State against a total of 9500 feet hauled and unloaded. According to this my portion of work completed should be paid as follows:

Unload 9500 ft @ .50	$ 4750.00
Line approximately 1000 ft @ .30	3700.00
Total	$ 8450.00

I hope we can arrive at some agreement on this as my plans are to start grouting on these barriers next Monday, but I am not going to proceed without payment for work done and a satisfactory arrangement for future payments.

Very truly yours,

Robert J. Lzicar

RJL/lc
encl: 2

SUBCONTRACT FORM

(Developed as a guide by The Associated General Contractors of America, The National Electrical Contractors Association, The Mechanical Contractors Association of America, The Sheet Metal and Air Conditioning Contractors National Association and the National Association of Plumbing - Heating - Cooling Contractors © 1966 by the Associated General Contractors of America and the Council of Mechanical Specialty Contracting Industries, Inc.)

THIS AGREEMENT made this 12th day of September in the year Nineteen Hundred and seventy-two by and between Robert J. Lzicar Company, Contractor hereinafter called the Subcontractor and Vern Hoaglin Construction Co., Inc. hereinafter called the Contractor.

WITNESSETH, That the Subcontractor and Contractor for the consideration hereinafter named agree as follows:

ARTICLE I. The Subcontractor agrees to furnish all material and perform all work as described in Article II hereof for Richland Interchange Contract 7539 (Oregon)
(Here name the project.)

for Vern Hoaglin Construction Co., Inc.
(Here name the Contractor.)

at Richland Interchange, Baker Oregon, Oregon State Highway Commission
(Here insert the location of the work and name of Owner.)

in accordance with this Agreement, the Agreement between the Owner and Contractor, and in accordance with the General Conditions of the Contract, Supplementary General Conditions, the Drawings and Specifications and addenda prepared by Oregon State Highway Commission, hereinafter called the Architect or Owner's authorized agent, all of which documents, signed by the parties thereto or identified by the Architect or Owner's authorized agent, form a part of a Contract between the Contractor and the Owner dated March 31, 1971, and hereby become a part of this contract, and herein referred to as the Contract Documents, and shall be made available to the Subcontractor upon his request prior to and at anytime subsequent to signing this Subcontract.

ARTICLE II. The Subcontractor and the Contractor agree that the materials and equipment to be furnished and work to be done by the Subcontractor are: (Here insert a precise description of the work, preferably by reference to the numbers of the drawings and the pages of the specifications including addenda and accepted alternates.)

Subcontractor Agrees to:

(1) Supply all labor and materials to place grout and paint 10,000 LF of concrete median barrier as per Oregon State Highway Department plans & specifications. Precast Median Barriers to be furnished at jobsite by Vern Hoaglin Const. Co.

(2) Maintain subcontractors own traffic control and safety when necessary and/or when called for per plans and specifications.

Total Price (1 & 2) 10,000 LF @ $2.60 = $26,000.00

ARTICLE III. Time is of the essence and the Subcontractor agrees to commence and to complete the work as described in Article II as follows: (Here insert any information pertaining to the method of notification for commencement of work, starting and completion dates, or duration, and any liquidated damage requirements.)

The subcontractor agrees to start within five (5) days upon request from contractor. The subcontractor agrees to be bound by all time requirements, completion dates and liquidated damages requirement included in the general contract.

(a) No extension of time of this contract will be recognized without the written consent of the Contractor which consent shall not be withheld unreasonably consistent with Article X-4 of this Contract, subject to the arbitration provisions herein provided.

ARTICLE IV. The Contractor agrees to pay the Subcontractor for the performance of this work the sum of (Per schedule stated in Article II) ($) in current funds, subject to additions and deductions for changes as may be agreed upon in writing, and to make monthly payments on account thereof in accordance with Article X, Sections 20-23 inclusive. (Here insert additional details—unit prices, etc., payment procedure including date of monthly applications for payment, payment procedure if other than on a monthly basis, consideration of materials safely and suitably stored at the site or at some other location agreed upon in writing by the parties—and any provisions made for limiting or reducing the amount retained after the work reaches a certain stage of completion which should be consistent with the Contract Documents.)

Contractor agrees to pay subcontractor within ten (10) days after receipt of estimate; Also a retainage of ~~10%~~ will be withheld.

5% RJK

ARTICLE V. Final payment shall be due when the work described in this contract is fully completed and performed in accordance with the Contract Documents, and payment to be consistent with Article IV and Article X, Sections 18, 20-23 inclusive of this contract.

Before issuance of the final payment the Subcontractor if required shall submit evidence satisfactory to the Contractor that all payrolls, material bills, and all known indebtedness connected with the Subcontractor's work have been satisfied

ARTICLE VI. Performance and Payment Bonds.

(Here insert any requirement for the furnishing of performance and payment bonds.)

Subcontractor agrees to pay percentage of performance bond.

ARTICLE VII. Temporary Site Facilities.

(Here insert any requirements and terms concerning temporary site facilities, i.e., storage, sheds, water, heat, light, power, toilets, hoists, elevators, scaffolding, cold weather protection, ventilating, pumps, watchman service, etc.)

Subcontractor agrees to establish and maintain all necessary site facilities and holds contractor harmless from all claims or damages that may result from subcontractors site, facilities, materials & vehicles.

ARTICLE VIII. Insurance.

Unless otherwise provided herein, the Subcontractor shall have a direct liability for the acts of his employees and agents for which he is legally responsible, and the Subcontractor shall not be required to assume the liability for the acts of any others.

Prior to starting work the insurance required to be furnished shall be obtained from a responsible company or companies to provide proper and adequate coverage and satisfactory evidence will be furnished to the Contractor that the Subcontractor has complied with the requirements as stated in this Section.

(Here insert any insurance requirements and Subcontractor's responsibility for obtaining, maintaining and paying for necessary insurance, not less than limits as may be specified in the Contract Documents or required by laws. This to include fire insurance and extended coverage, consideration of public liability, property damage, employer's liability, and workmen's compensation insurance for the Subcontractor and his employees. The insertion should provide the agreement of the Contractor and the Subcontractor on subrogation waivers, provision for notice of cancellation, allocation of insurance proceeds, and other aspects of insurance.)

(It is recommended that the AGC Insurance and Bonds Checklist (AGC Form No. 29) be referred to as a guide for other insurance coverages.)

ARTICLE IX. Job Conditions.

*(Here insert any applicable arrangeme[illegible] and necessary cooperation concerning labor [illegible]ters for the project.)

Subcontractor agrees to pay prevailing wage scales as per work classifications listed in union documents. Subcontractor further agrees to comply with all requirements in regards to health, welfare, pension, vacation and all other benefit programs as well as federal, state and local taxes.

ARTICLE X. In addition to the foregoing provisions the parties also agree:

That the Subcontractor shall:

(1) Be bound to the Contractor by the terms of the Contractor Documents and this Agreement, and assume toward the
Contractor all the obligations and responsibilities that the Contractor, by those documents, assumes toward the Owner, as
applicable to this Subcontract. (a) Not discriminate against any employee or applicant for employment because of race,
creed, color, or national origin.

(2) Submit to the Contractor applications for payment at such times as stipulated in Article IV so as to enable the
Contractor to apply for payment.
If payments are made on valuations of work done, the Subcontractor shall, before the first application, submit to the Con-
tractor a schedule of values of the various parts of the work, aggregating the total sum of the Contract, made out in such
detail as the Subcontractor and Contractor may agree upon, or as required by the Owner, and, if required, supported by
such evidence as to its correctness as the Contractor may direct. This schedule, when approved by the Contractor, shall be
used as a basis for Certificates for Payment, unless it be found to be in error. In applying for payment, the Subcontractor
shall submit a statement based upon this schedule.
If payments are made on account of materials not incorporated in the work but delivered and suitably stored at the site, or
at some other location agreed upon in writing, such payments shall be in accordance with the terms and conditions of the
Contract Documents.

(3) Pay for all materials and labor used in, or in connection with, the performance of this contract, through the period
covered by previous payments received from the Contractor, and furnish satisfactory evidence when requested by the
Contractor, to verify compliance with the above requirements.

(4) Make all claims for extras, for extensions of time and for damage for delays or otherwise, promptly to the Contractor
consistent with the Contract Documents.

(5) Take necessary precaution to properly protect the finished work of other trades.

(6) Keep the building and premises clean at all times of debris arising out of the operation of this subcontract. The Sub-
contractor shall not be held responsible for unclean conditions caused by other contractors or subcontractors, unless other-
wise provided for.

(7) Comply with all statutory and/or contractual safety requirements applying to his work and/or initiated by the
Contractor, and shall report within 3 days to the Contractor any injury to the Subcontractor's employees at the site of
the project.

(8) (a) Not assign this subcontract or any amounts due or to become due thereunder without the written consent of the
contractor. (b) Nor subcontract the whole of this subcontract without the written consent of the contractor. (c) Nor
further subcontract portions of this subcontract without written notification to the contractor when such notification is
requested by the contractor.

(9) Guarantee his work against all defects of materials and/or workmanship as called for in the plans, specifications and
addenda, or if no guarantee is called for, then for a period of one year from the dates of partial or total acceptance of
the Subcontractor's work by the Owner.

(10) And does hereby agree that if the Subcontractor should neglect to prosecute the work diligently and properly or fail
to perform any provision of this contract, the Contractor, after three days written notice to the Subcontractor, may,
without prejudice to any other remedy he may have, make good such deficiencies and may deduct the cost thereof from
the payment then or thereafter due the Subcontractor, provided, however, that if such action is based upon faulty work-
manship the Architect or Owner's authorized agent, shall first have determined that the workmanship and/or materials
is defective.

(11) And does hereby agree that the Contractor's equipment will be available to the Subcontractor only at the Contractor's
discretion and on mutually satisfactory terms.

(12) Furnish periodic progress reports of the work as mutually agreed including the progress of materials or equipment
under this Agreement that may be in the course of preparation or manufacture.

(13) Make any and all changes or deviations from the original plans and specifications without nullifying the original
contract when specifically ordered to do so in writing by the Contractor. The Subcontractor prior to the commencement of
this revised work, shall submit promptly to the Contractor written copies of the cost or credit proposal for such revised
work in a manner consistent with the Contract Documents.

(14) Cooperate with the Contractor and other Subcontractors whose work might interfere with the Subcontractor's work
and to participate in the preparation of coordinated drawings in areas of congestion as required by the Contract Docu-
ments, specifically noting and advising the Contractor of any such interference.

(15) Cooperate with the Contractor in scheduling his work so as not conflict or interfere with the work of others. To
promptly submit shop drawings, drawings, and samples, as required in order to carry on said work efficiently and at speed
that will not cause delay in the progress of the Contractor's work or other branches of the work carried on by other
Subcontractors.

(16) Comply with all Federal, State and local laws and ordinances applying to the building or structure and to comply
and give adequate notices relating to the work to proper authorities and to secure and pay for all necessary licenses or
permits to carry on the work as described in the Contract Documents as applicable to this Subcontract.

(17) Comply with Federal, State and local tax laws, Social Security laws and Unemployment Compensation laws and
Workmen's Compensation Laws insofar as applicable to the performance of this subcontract.

(18) And does hereby agree that all work shall be done subject to the final approval of the Architect or Owner's authorized agent, and his decision in matters relating to artistic effect shall be final, if within the terms of the Contract Documents.

That the Contractor shall—

(19) Be bound to the Subcontractor by all the obligations that the Owner assumes to the Contractor under the Contract Documents and by all the provisions thereof affording remedies and redress to the Contractor from the Owner insofar as applicable to this Subcontract.

(20) Pay the Subcontractor within seven days, unless otherwise provided in the Contract Documents, upon the payment of certificates issued under the Contractor's schedule of values, or as described in Article IV herein. The amount of the payment shall be equal to the percentage of completion certified by the Owner or his authorized agent for the work of this Subcontractor applied to the amount set forth under Article IV and allowed to the Contractor on account of the Subcontractor's work to the extent of the Subcontractor's interest therein.

(21) Permit the Subcontractor to obtain direct from the Architect or Owner's authorized agent, evidence of percentages of completion certified on his account.

(22) Pay the Subcontractor on demand for his work and/or materials as far as executed and fixed in place, less the retained percentage, at the time the payment should be made to the Subcontractor if the Architect or Owner's authorized agent fails to issue the certificate for any fault of the Contractor and not the fault of the Subcontractor or as otherwise provided herein.

(23) And does hereby agree that the failure to make payments to the Subcontractor as herein provided for any cause not the fault of the Subcontractor, within 7 days from the Contractor's receipt of payment or from time payment should be made as provided in Article X, Section 22, or maturity, then the Subcontractor may upon 7 days written notice to the Contractor stop work without prejudice to any other remedy he may have.

(24) Not issue or give any instructions, order or directions directly to employees or workmen of the Subcontractor other than to the persons designated as the authorized representative(s) of the Subcontractor.

(25) Make no demand for liquidated damages in any sum in excess of such amount as may be specifically named in the subcontract, provided, however, no liquidated damages shall be assessed for delays or causes attributable to other Subcontractors or arising outside the scope of this Subcontract.

(26) And does hereby agree that no claim for services rendered or materials furnished by the Contractor to the Subcontractor shall be valid unless written notice thereof is given by the Contractor to the Subcontractor during the first ten days of the calendar month following that in which the claim originated.

(27) Give the Subcontractor an opportunity to be present and to submit evidence in any arbitration involving his rights.

(28) Name as arbitor under arbitration proceedings as provided in the General Conditions the person nominated by the Subcontractor, if the sole cause of dispute is the work, materials, rights or responsibilities of the Subcontractor; or if, of the Subcontractor and any other Subcontractor jointly, to name as such arbitrator the person upon whom they agree.

That the Contractor and the Subcontractor agree—

(29) That in the matter of arbitration, their rights and obligations and all procedure shall be analogous to those set forth in the Contract Documents provided, however, that a decision by the Architect or Owner's authorized agent, shall not be a condition precedent to arbitration.

(30) This subcontract is solely for the benefit of the signatories hereto.

ARTICLE XI.

IN WITNESS WHEREOF the parties hereto have executed this Agreement under seal, the day and year first above written.

Attest:

(Seal)

Robert J. Lzicar Company, Contractor
Subcontractor
By Robert J Lzicar Owner (Title)

Attest:

(Seal)

Vern Hoaglin Construction Co., Inc.
Contractor
By (Title)

7539

July 6, 1973

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, Oregon 97814

Gentlemen:

This is to acknowledge your letter of July 3 informing us that you have received $972.65 in full payment from Sargeant Tyee Construction Company.

This is in reference to the Ray Kiser, Ray Kiser Construction Co. and Rogers Construction, Inc. Contract No. 7539 for work on the Richland Interchange-South Baker Interchange on the Old Oregon Trail in Baker County.

We will notify the Travelers Indemnity Company and the Great American Insurance Company who furnished the performance bond, and Ray Kiser, Ray Kiser Construction Co. and Rogers Construction, Inc. of this payment.

Very truly yours,

C. W. Enos, Secretary
OREGON STATE HIGHWAY COMMISSION

td

cc Travelers Indemnity Company
The Great American Insurance Company
Ray Kiser, Ray Kiser Construction Co. &
Rogers Construction, Inc.

NOTED ON CARD
7-6-73

Telephone (503) 523-4447

BAKER REDI-MIX, Inc.
CONCRETE - SAND & GRAVEL - ASPHALT
P. O. BOX 825
BAKER, OREGON 97814

Russ

July 3, 1973

C. W. Head
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Payment on materials delivered to Contract 7539

Gentlemen:

Regarding our letter of June 28, 1973 on highway project, Richland Interchange-South Baker Interchange Section of I-80-N, Contract 7539, Baker County.

On July 2, 1973 we received payment in full of $972.65 from Sargeant Tyee Construction Co. for concrete delivered for electrical sign bases and boxes.

Yours very truly,

Sonny Walker

Sonny Walker, manager
Baker Redi-Mix, Inc.

SW:mm

RECEIVED
JUL 5 - 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

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7539

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FILED
JUL - 3 1973
CLAY MYERS
SECRETARY OF STATE

RECEIVED
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[illegible]ERS
[illegible]STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 2, 1973

NOTED ON CARD
7-5-73 KO

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, Oregon 97814

Gentlemen

This is to acknowledge your letter of June 28 advising us of your claims totaling $2,905.98. One claim is against Hoaglin Construction Company (subcontractor) for concrete in the amount of $1,933.33. The other claim is against Sargeant Tyee Construction Company for concrete in the amount of $972.65.

These claims appear to be in reference to our Contract No. 7539 with Ray Kizer, Ray Kizer Construction Company and Rogers Construction, Inc., for work on the Richland Interchange-South Baker Interchange Section of the Old Oregon Trail in Baker County.

The sureties for this contract are the Travelers Indemnity Company, Fidelity & Surety Dept., 700 Main Street, Hartford, Connecticut 06108 and the Great American Insurance Company, Pacific NW Regional Office, 2030 Ninth Avenue, Seattle, Washington 98121. We will notify them of the receipt of your claim letter and will also forward it to the Secretary of State for filing.

Please advise this office upon satisfaction of your claims.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

JUN [illegible] 1973
[illegible] HIGHWAY [illegible]

cc Ray Kizer, Ray Kizer Construction Co.,
and Rogers Construction, Inc.
Travelers Indemnity Company
Great American Insurance Company

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Telephone (503) 523-4447

BAKER REDI-MIX, Inc.
CONCRETE - SAND & GRAVEL - ASPHALT
P.O. BOX 825
BAKER, OREGON 97814

June 28, 1973

C. W. Head
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Non payment on materials delivered to Contract 7539

Gentlemen:

Regarding highway project, Richland Interchange-South Baker Interchange Section of I-80-N, Contract 7539, Baker County.

Prime contractor being Ray Kiser Construction & Rogers Construction Inc., a joint venture. Surety Bond holders are Travelers Indemnity, 700 Main Street, Hartford, Conn., and Great American Insurance Co., 2030 9th Ave., Seattle, Washington.

Following are the sub-contractors to which materials were delivered with no payment made.

1. Hoaglin Construction Co. - P. O. Box 187
   Cornellius, Oregon
   Concrete delivered on job for sign bases $1933.33
2. Sargeant Tyee Construction Co. - P. O. Box 499
   Bellvue, Washington
   Concrete delivered for electrical sign bases and boxes $972.65

We have copies of signed material receipts if necessary.

We respectfully submit this claim forward to you for appropriate action.

Yours very truly,

Sonny Walker

Sonny Walker, manager
Baker Redi-Mix, Inc.

SW:mm

RECEIVED
JUL 2 - 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

7539

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 26, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-7(34)401

FROM L. H. Young, Office Engineer

SUBJECT Request Contract Acceptance

Contract 7539, Work Completed June 22, 1973

Project Richland Intchge.-S. Baker Intchge.

Highway Old Oregon Trail

County Baker

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 24, 1973

Conditions not acceptable: None

G.K. Hossner
for
Glen L. Green
Division Engineer

8-17-73
O/ Constr.

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR

AUG 17 73

REFER TO
Coulter

FOR

Info	Answ	A/D	D/R	Sign	Act	File

cc: F. B. Klaboe ✓
L. H. Young

7539

4799

FILED
JUN 21 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
6-22-73 Ks

5

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 20, 1973

Traffic Safety Supply Co.
2324 S.E. Umatilla St.
Portland, Oregon 97202

Attention: E. Rennick
Vice President

Gentlemen:

This is to acknowledge receipt of your letter of June 14 informing us that Hauglin Construction Co., subcontractor, owes you $30,998.73 for signing materials.

This appears to be in reference to the Ray Kiser, Ray Kiser Constr. Co., and Rogers Constr., Inc., Contract No. 7539 for work on Richland Interchange-South Baker Interchange Section of Old Oregon Trail in Baker County.

The Travelers Indemnity Co. and the Great American Insurance Company furnished the performance bond on this contract. We will advise them of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION
ORIGINAL SIGNED
By R. M. GRAHAM
R. M. Graham, Assistant Secretary

STATE HIGHWAY

NOTED
C. W. HEAD

RMG:fbm
cc

Ray Kiser, Ray Kiser Constr. Co.
and Rogers Constr., Inc.
P. O. Box 16537
Portland, Oregon 97216

Great American Ins. Co.
2030 Ninth Ave.
Seattle, Wash. 98121

The Travelers Indemnity Co.
700 Main Street
Hartford, Connecticut 06108

Hon. Clay Myers - Please acknowledge receipt of the att. claim on the encl. copy of this letter.

TRAFFIC SAFETY SUPPLY CO.

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531 AREA CODE 503

June 14, 1973

Mr. Cecil W. Head, Commission Secretary
Oregon State Highway Division
Salem, Oregon 97310

Subject: Richland Interchange - S. Baker Interchange
Oregon State Highway Contract No. 7539
Prime Contractor: Rogers Construction Co. and Ray Kizer
Sub-Contractor: Hoaglin Construction Co.

Dear Sir:

Notice hereby is given that the undersigned Traffic Safety Supply Co. has a claim in the amount of $30,998.73 against the bond taken from Rogers Construction Co. and Ray Kizer, principal, and Travelers Indemnity and Great American Insurance Co., surety, for temporary and permanent signing materials furnished to Hoaglin Construction Co., Sub-Contractor, for the above project.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

E. Reznick
Vice President

ER:lb

cc: Secretary of State
Travelers Indemnity & Great American Ins., Surety
Rogers Construction Co. & Ray Kizer
Hoaglin Construction Co.

[illegible] 1973
STATE HIGHWAY COMMISSION

7539

Salem

June 1, 1973

Dave Jones, Assistant Resident Engineer
Baker

H. S. Coulter
Assistant State Highway Engineer

Report on Type "A" Extruded Curb

-#7539

I have reviewed with interest your report on the extruded curb and gutter used on the Richland Interchange-South Baker Interchange Section.

Congratulations on a well-prepared and documented analysis. Keep up the good work!

Do you have any pictures showing this curb installation on a sharp radius? If so, I would appreciate seeing them.

HSC:ia

cc W. E. Schwartz
C. T. Keasey
E. L. Scrivner
Personnel Folder

NOTED
H. S. COULTER

FORM H-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 31, 1973

SUBJECT: Report on Extruded Type "A"
Curb and Gutter
Richland Interchange-South
Baker Interchange Section
Old Oregon Trail Highway
Contract No. 7539

To: H. S. Coulter
Assistant State Highway Engineer

FROM:
C. T. Keasey
Construction Engineer

I am forwarding herewith a report prepared by Assistant Resident Engineer Dave Jones on the extruded Type "A" curb and gutter used on the connection from the Campbell Street Interchange to Main Street on the subject project.

This is a very well prepared and documented report and Mr. Jones should be congratulated on his effort.

The Region office has recommended some changes in our standard drawings for curbs as a result of the report and I recommend that it be sent to the Design Section for their review.

CTK:fw
Enc.
cc: W. E. Schwartz
E. L. Scrivner

STATE OF OREGON

Microfilmed Public Record

n accordance with the provisions of ORS 192.040 through 192.070)

me of Agency: Dept of Transportation

itle of Record Series: Construction Contracts

rrangement of Records: Contract number

ndex:

INDEXING: Begins with 7156 Ends with: 7539

FLASH CARDS: Each Contract

Remarks:

Reel No. 149 Reduction Ration 21X Project No.

Camera: Name Bell/Howell Model File Master Film 16mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 15 day of Jan 1982 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Gayle [illegible]